From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "Allan Fritsche" <fritsche@msn.com>
Subject: 3.2 ohm versus the 8ohm speaker
Message-ID: <UPMAIL03.199701140020260223@msn.com>

Hi gang, while I have this burning question on my mind.
When did receiver manufactures make the transition from 3.2/500 ohm audio output transformers to the more or less standard 8 ohm.
It appears to have happened in the early fifties, but I just don't understand why. Cost savings?, Output tube characteristics, ETC.
Anybody know or venture a guess.

Really curious on this one.
Thanks Al
fritsche@msn.com

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: BC375@aol.com
Subject: 75A3 Modifications
Message-ID: <970113070733_781123235@emout13.mail.aol.com>

Dear Friends: I have recently acquired a 75A3 with a number of internal modifications. In the NBFM socket is a 6SN7 with circuit changes underneath. Etc. Does anybody have or know where to find all of the various aftermarket suggested mods that came up through the years when this rec was more commonly in use ? Or, who can describe what this and other similar changes might have been and provide a schematic detailing them ? Any help would be appreciated.
Thank you.   Charlie KA1GON   BC375 @ AOL.COM

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: William Donzelli <william@ans.net>
Subject: Re: 848
Message-ID: <199701131940.AA28119@interlock.ans.net>

Confused...

Apparently the tube I was looking at in the picture _is_ an 861 - but with said funny extra bit. I have several 861s at home (mostly 1941 vintage Navy stock), and they have a simple connection (metal thing, like most plate connections). The tube in the picture, on the other hand, has an extra cylinder of glass, most likely with a wire, for the connection - the envelope looks like a wildly misshapen cross with a globe in the center.

How did RCA get away with an important physical change to the envelope without changing the number of the tube (to 861A, I would think)? When did 861s change?

By the way, I am still looking for weak Navy 861s (38161s) (for display - I just need filiaments to glow), and any Navy 860s (38160s, or that weird SE number - of course that leads to more silly tube history questions) in just about any condition.

William Donzelli
william@ans.net

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Nathalie Guibert <nguibert@mail.accent.net>
Subject: Acres Of Boatanchors Phase 2 And 3
Message-ID: <1.5.4.16.19970113155453.1b4febd0@mail.accent.net>

Continuig the coverage of my Boatacres
Phase 2
If we are far away from battlefields, it seems that are further from sea battles (not counting 22 ships torpedoed in the St Lawrence
Therefore my pickings are fewers.

Model	Original	Complete	Working
	Modified	Incomplete	Project
MDF5	Original	Complete	Working
MSL5	ditto	ditto	ditto
CM11	ditto	ditto	Project
CSR5	ditto	ditto	Working
B28(CR 100)	Rep 220v by 120v	ditto	ditto
CR300	Original	ditto	ditto
268 Radar Reptr	ditto	ditto	----
AN/URR-21A	ditto	ditto	Working
VK5 RAdar	ditto	ditto	Project
MK29 Radar Gun Sigkt	ditto	ditto	------
2846B Can Marc.	ditto	Incomplete	Project

1922 Marine Rec.
Wood Frame(Sink Proof??)
AP Deck Loud Speakers
Chest Talkers Mic. etc. etc.
Phase 3 RAF/RCAF

Its amazing what landed or crash landed here in Canada.

TR9D	Original	Except Rem.Head	Project
T1154	ditto	Missing Lancaster HP Rotary Unit	Working
R1155	ditto	Complete	ditto

TR 1196(Can)	ditto	ditto	Project
R3515 (part Of H2S Radar)	ditto	ditto	ditto
MK1A Air Position	ditto	Incomplete	-----
MK1 Air Mileage	ditto	ditto	-----
Type 42 Radar AE Motorised Sw.	ditto	Complete	-----
Type 3 Sig Gen.	ditto	ditto	Project
W66 Wavemeter	ditto	ditto	Working
AT1	ditto	ditto	ditto
AR6	ditto	ditto	ditto
AT7	ditto	ditto	ditto
TA12G	ditto	ditto	ditto
RA10DB	ditto	ditto	ditto
MP28	ditto	ditto	ditto
MN26C	ditto	ditto	ditto
10D2346 I/C AMP.	ditto	ditto	ditto
ATR5	Modified	Incomplete	Project
ATR11A	Original	Complete	Working
Range Tuner For Above	ditto	ditto	ditto
MN31	ditto	ditto	ditto
BC348	Modified	Incomplete	Project
BC375	Original	Complete	ditto
TU-6B	ditto	ditto	-----
SCR522	ditto	ditto	Working
BC929-A	ditto	Less AE	Project
BC966-A	ditto	ditto	-----
T47A/ART13	ditto	ditto	Project
RT1A/APN2	ditto	ditto	ditto
I-152-AM Alt. Ind.	ditto	ditto	ditto
R9/APN4	ditto	ditto	Working
ID-6APN4	ditto	ditto	ditto
R89B/APN5A	ditto	ditto	-----
R101A/ARN6	ditto	ditto	Project
R122/ARN 12	ditto	ditto	ditto
IE-36 Test Set	ditto	Complete	Working
S27	ditto	ditto	ditto
T74A/CRT-3 Gibson	ditto	Less Kite	ditto
DFR23 Can. HF DF Scope Type	ditto	Less Haddock AE	Project
Fug 17 (must have been shot down by the looks of it ---------			
MK7 Bomb Sight	ditto	Less Bomb Scales	Working
MK 9 ditto	ditto	Complete	ditto
MK1 Low Level Bomb Sight	ditto	ditto	ditto
Drift Sight			
Antenna Winch (Hand)			
ditto (Motor)			

DF Loops Etc etc etc.

Thats All Folks,
  (Jerry Proc: Can you find the 19 MK2 ???)

Andre Guibert

PS Looking for R 1082 wth coils-- Type 184 H2S Indicator-- Huff
Duff DF.

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: Any BA RTTY enthusiasts out there?
Message-ID: <Pine.SUN.3.91.970113094832.11354A-100000@dot.w6bhz.calpoly.edu>

Dear Fellow RATT enthusiasts:

If you followed my posts, I just aquired a TT-4 terminal unit. I am thinking about purchasing an R-392 and later on possibly a T-195 unit to go along with this Klienschmidt. A TH-5A "telephone" interface has been included with the TT. I think it is the loop supply so I'll probably have to get my hands on an FSK converter (like the CV-89). But is there anyone else who is interested in this stuff? Let me know. Cal, N6KYR.

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: kenc@smartdocs.com (Ken Corwin)
Subject: BC-224/BC-348 History
Message-ID: <199701131727.JAA22396@warp10.smartlink.net>

Hello, Everyone -

Revision 7 of bc348.history is now in the Boatanchors Archive.

The matrix is not yet complete, as you will see, but good progress toward that end has been made. Still needed are order and serial numbers for the BC-224-E, -G, -K, and -L; and for the BC-348-B, and -E. Especially needed is ANY information about a BC-348-G.

Among other things, this file lists the high serial numbers of various models of BC-224 and BC-348 receivers that were contributed by members of the List. I have all the serial numbers and other data sent to me by contributors. Only high serial numbers appear in the bc348.history file.

To retrieve this file from the Boatanchors Archive, send a message without subject or signature to:

```
     listproc@theporch.com
```

In the body of the message state:

```
     get boatanchors bc348.history
```

Everyone's contribution to the maintenance of this file is very much appreciated. Please contact me if you have ANY corrections, addition, or comments.

Regards,

Ken Corwin (kenc@smartdocs.com) Santa Clarita, Calif.

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: "Paul Bock" <pauboc@smtplink.pulse.com>
Subject: BC-348-Q alignment questions
Message-ID: <9700138531.AA853184247@smtplink.pulse.com>

Boatanchorites,

This weekend I went through an alignment of the BC-348-Q, referencing both the AN/ARR-11 (Navy) manual and the BC-348 TM. The alignment instructions differ somewhat, most notably in that the ARR-11 manual lists the upper band edge as the OSC/DET/RF/ANT alignment point, whilst the USAAF TM calls out a frequency somewhat lower (3.3 vs 3.5, 5.7 vs 6.0, etc.).

Questions:

1. Any reason why one method may be preferred over the other?

2. In both manuals alignment is carried out using the ubiquitous 30% modulated signal. This is pretty normal for the DET/RF/ANT alignment, but it seems to me that for purposes of dial calibration the OSC alignment would be a little more accurate using an unmodulated carrier and zero-beat (with the CW OSC centered, of course). Or, maybe using a good output meter (I used an H-P 400H) with the modulated signal is about as good (the peak *IS* very sharp when using a modulated signal). Any thoughts?

Or does someone have a "favorite method" which improves on the standard alignment in terms of dial calibration tracking? (too bad there isn't a low-end padder on every band like there is for the 200-500 band.....)

Anyway, the old dude works FB - well, it did *before* the ailgnment, it's just better now. Cleaned the bandswitch beforehand, which helped as well.

73,

Paul, K4MSG

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: BC-348-Q alignment questions
Message-ID: <Pine.ULT.3.95.970113110727.29810A-100000@admin.aurora.edu>

On Mon, 13 Jan 1997, Paul Bock wrote:

> 1. Any reason why one method may be preferred over the other?

It is quite common to have the alignment points in a ways from the ends of the range. It is usually next to impossible to get something to track perfectly. By moving in from the edges, you can get a good compromise - for example, the dial may read a little low below the alignment point and a little high above it. If you align at the end of the dial, whichever way the dial tracking error is, will increase all the way to the other end.

> Or does someone have a "favorite method" which improves on the
> standard alignment in terms of dial calibration tracking?

I usually loosely couple a counter to the osc stage and monitor that when adjusting the osc trimmers. Don't need a signal generator that way (at least for that part of the alignment). When aligning RF/mixers, etc, I usually feed in a modulated signal so I can identify it, but use the S-meter (if it has one) as an indicator.. If it has AGC but no S-meter, clip a VTVM onto the AGC bus. If no AGC in the set, I meter the detector output with a VTVM.

E-mail broehrig@admin.aurora.edu   73 de Bob, K9EUI
CIS: Data / Telecom   Aurora University, Aurora, IL
630-844-4898 Fax 630-844-5530

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "James F. Wood" <WOODJ@mail.firn.edu>
Subject: Books FS
Message-ID: <D988ZWQWJ6KTW*/R=FIRNVX/R=A1/U=WOODJ/@MHS>

How to become a radio amateur(ARRL) 1967 5.00 Plus shipping
ARRL Ham Radio operating guide. 1976 5.00
Understaning amateur radio(ARRL) 1971 7.00
Studey guide for elementns of radio course by marcus. 1948, third printing 1050
goes with text elements of radio. 92p. 2.00
Radio amateur license manual (ARRL) 1977 4.00
A course in radion fundamentals by Geosrge Grammer(ARRL) 1972 3.00
another copy 1960 5.00
Manual for Heath 10-103 oscilloscope, assemby mannual 1971 8.00
Most often used early 1957 television serving inf(vol tv-12) supreme publication 1956 15.00
Practical radion and electronic course, supreme pub, 1957 10.00
Simplied radio servicing by Beitman rev 1960 ed 3.00
Understanding amateur radion(ARRL) 1977 6.00

(Will be at the Brooksville Hamfest at the VFW post in Spring Hill, FL on Sat. Feb 22.

N4ACS Jim
woodj@mail.firn.edu

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: Scott Robinson <spr@earthlink.net>
Subject: British tubes..sorry, valves
Message-ID: <v03007802aeff0f8ad07d@[153.34.139.185]>

Folks,

Hello Flame Keepers!

I acquired a piece of British equipment recently and of cours it uses British valves. These are miniature tubes and I am wondering if there are any US substitutes or equivilents. The Brit numbers are>

DL-93   DF-92   DK-96   DK-91   DAF-96   DF-96

DL93	3A4	(power pentode)
DF91	1L4	(pentode, remote cutoff))
DK96	1AB6	(converter)
DK91	1R5	(converter)
DAF96	1AH5	(diode/pentode-audio)
DF96	1AJ4	(pentode, sharp cutoff)

The ones ending in -6 are 25 mA filament current types; those ending in -1 are 50 mA types. If this is a parallel filament situation, more common US types may work--1U4 for DF96, for instance. If you need pinouts, ask me via privat eemail and I can provide them as well as complete characteristics. AES does have some of hte "1A.." types, I think, and all these are likely avaialbe in England if not.

Good luck,

Scott Robinson
spr@earthlink.net
"Wait'll he puts on his stereo headphones..."

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: mirage!pamars@uucp-1.csn.net (P.A.Marshall)
Subject: Re: Can't find 'em in Ludwell...
Message-ID: <9701131311.AA20737@mirage>

Lawrence D. Walken writes:

>
> Was in our local junque shop and back in a corner (aren't the good ones
> always there?) was a box with many little boxes of tubes in it. One of
> those smaller boxes was full of NEW cute little teeny pencil tubes
> (subminiature) by Raytheon all lined up in rows 10 X 10. Actually
> there were about 80 left. The mark on the tubes and the box says
> JRP5886 Raytheon. They have 5 pigtails each about 1-1/2" long and the
> tubes themselves are about 2" long by maybe 1/4" diameter.
>

5886 - Electrometer pentode, 1.5v heater, see GE essenitial char. '73

Al Marshall   "Real Radios Glow in the Dark"   almarshall@acm.org
1+219.665.5072   Mirage Computers, Inc.   pamars@mirage.angola.in.us

"The lyf so short, the craft so long to lerne." - Chaucer

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: mirage!pamars@uucp-1.csn.net (P.A.Marshall)
Subject: Re: Can't find 'em in Ludwell...
Message-ID: <9701131429.AA20904@mirage>

Larry Wolken writes:

>
> Thanks much for the response. Don't have the book you refer to but I wonder
> if you have any idea what these might have been used in.
>

Well anything requiring a very, very, very high Z input, 100Meg and
more in some cases I guess. Ion detectors, is one job that comes to
mind, I am sure there are many others, maybe others on the list can
help fill in that information.

Al Marshall   "Real Radios Glow in the Dark"   almarshall@acm.org
1+219.665.5072   Mirage Computers, Inc.   pamars@mirage.angola.in.us

"The lyf so short, the craft so long to lerne." - Chaucer

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: "August H. Johnson" <kg7bz@whitemtns.com>
Subject: Re: Can't find 'em in Ludwell... (CK5886)

Message-ID: <32DA37B8.184B@whitemtns.com>

Lawrence D. Walken wrote:

> Hi Gang --
>
> Was in our local junque shop and back in a corner (aren't the good ones always there?) was a box with many little boxes of tubes in it. One of those smaller boxes was full of NEW cute little teeny pencil tubes (subminiature) by Raytheon all lined up in rows 10 X 10. Actually there were about 80 left. The mark on the tubes and the box says JRP5886 Raytheon.

The Raytheon CK5886 is an electrometer tube. These are tetrodes and are often used with the very high value Victoreen resistors someone else mentioned a while back. These resistors can go up to 1,000,000 megohms (Yes, I have some of this value) and higher. They have a special construction that shields the grid from the light emmitted by the filament to reduce the photo-emission of electrons from the grid. (That's what my father told me, he used them in Astronomical Photometer amplifiers in the 1950's) The CK5889 is a variant with the grid lead exiting the envelope on the opposite end from the rest of the leads to provide a longer leakage path. If you touch one of these tubes with your fingers, you will have to clean it with alcohol to remove the oils that will reduce the input resistance.

73,
August
--
August Johnson KG7BZ   AMI 733   http://www.whitemtns.com/~kg7bz
P.O. Box 795   mailto:kg7bz@whitemtns.com
Pinetop, AZ 85935

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Cormac Thompson <cormac@televar.com>
Subject: CLEANING NICOTINE?
Message-ID: <32DA5B03.737B@televar.com>

Hi Gang:

I'm looking for suggestions on the best way to clean up a very nice rig that lived in a HEAVY smokers environment. The stuff is everywhere!

All ideas and remedies greatly appreciated. Thanks and 73.

Cormac, W7JHS, Prosser, WA

cormac@televar.com

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: dark side of BAs
Message-ID: <Pine.ULT.3.95.970112200610.11806A-100000@admin.aurora.edu>

On Sun, 12 Jan 1997, Morris Odell wrote:

> As much as I have enjoyed radio for many years there's a dark side to it
> of which I was forcibly reminded this week.
>
> I refer of course to the demonic procedures associated with re-stringing
> dial cords -

SNIP

> I wonder whether any of the more
> experienced list members here have any tricks of the trade they would
> like to share regarding ways to do this without having to reach for the
> bottle afterwards.

The trick is to reach for the bottle beforehand!

E-mail broehrig@admin.aurora.edu   73 de Bob, K9EUI
CIS: Data / Telecom   Aurora University, Aurora, IL
630-844-4898 Fax 630-844-5530

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: Bill Meara <wmeara@erols.com>
Subject: Re: dark side of BAs
Message-ID: <199701130251.VAA12360@mx03.erols.com>

Morris: Take heart! I am "doubly digitally challenged" - not only am I short of computer expertise, but I'm also all thumbs. Nevertheless I was able to restring my Drake 2-B. I did have the diagram and that helped quite a bit. It was scary, but when it was over, I found it to be one of my more satisfying repair jobs. Good Luck

>

73 De N2CQR
Bill Meara
Hallicrafters, Heaths and Hammarlunds

QTH: Falls Church, Virginia, USA
Formerly of Tegucigalpa, Bilbao and Santo Domingo
wmeara@erols.com

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: dark side of BAs
Message-ID: <199701130411.XAA22386@mule1.mindspring.com>

At 04:17 PM 1/12/97 -0600,morriso@vifp.monash.edu.au wrote:
>Fellow Fiddlers,
>
>As much as I have enjoyed radio for many years there's a dark side to it
>of which I was forcibly reminded this week.
>
>I refer of course to the demonic procedures associated with re-stringing
>dial cords - there's a special place in the nether world reserved for
>the designers of these setups! They must have assumed the manufacturing
>plants for radios that use this hellish technology were populated with
>simian throwbacks, because surely the ability to use your feet as well
>as hands to hold things in position must surely be an advantage during
>the procedure. I'm sure the dial stringing department must have been a
>marvellous sight to behold, no doubt employees only lasted there a short
>time before being fleeing in distress and having to be brought back by
>the men in white coats and buttefly nets!

I agree after restringing a S-85 and an HQ120.   I still laugh about they guy here on BA who took apart the RME 4350 dial to clean it and then put out a pitiful message here on BA for help on putting it back together.   I think they should be left alone if not broken.

I have the all time winner (the designer must be in the hottest place by now). I have a Henry 2K
Original low ser # amp.   When you change the band (80 to 10) there are three sets of dial cords
that set all the parameters for each band. The main band switch is actually about 4 inches to the right of the main switch. Behind the main switch is a hub that pulls each one of the three dial cords. This hub broke (it was solder welded to the shaft) so I was stuck on the band (20 meters).
I called Henry Radio and they (it was 17 years old then) said to find a junker.   I got desperate and used a clamp to hold the hub straight and put two drops of super glue on the shaft. I let it set for a day and have used it every since (8 years).

Each of the capacitors have an elaborate dial scheme for the 0 to 100 for both tune and load. The tune cable broke about 5 years ago and I worked hard and replaced it..unfortunately it reads 100 to 0 now rather than 0 to 100. I just turned my tune card around and went right on (80 now rather than 20). Boy, for a Groth Counter dial!!!!!!!!!!!!! (Hey there is a guy still building them today!!! W9NZM)

The answer for all this rigging....Henry wanted the front panel to "look" good!

Geez...

73, Dave K4JRB

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: dark side of BAs
Message-ID: <199701130711.AAA07275@netcom14.netcom.com>

As Morris Odell discourses

> Fellow Fiddlers,
>
> As much as I have enjoyed radio for many years there's a dark side to it of which I was forcibly reminded this week.
>
> I refer of course to the demonic procedures associated with re-stringing dial cords - there's a special place in the nether world reserved for the designers of these setups! They must have assumed the manufacturing plants for radios that use this hellish technology were populated with simian throwbacks, because surely the ability to use your feet as well as hands to hold things in position must surely be an advantage during the procedure. I'm sure the dial stringing department must have been a marvellous sight to behold, no doubt employees only lasted there a short time before being fleeing in distress and having to be brought back by the men in white coats and buttefly nets!

Morris (and others):

One thing that you have to keep in mind is that most older electronics was built in fairly simple operations, without a lot of fancy tooling. Another thing to remember is that the people who built them were semi-skilled labor----most often, women (euphemistically referred to as "housewives") whose primary skill lay in their ability to make neat solder joints. This was something of a WWII phenomenon. "Rosie the Riveter" was just as likely to be building BC-221's and ARC-5's, and unlike the aircraft "Rosie," continued to build S-40's and NC-183's right up to the point that highly-tooled automated assembly processes began to predominate in the mid-1970's, in the US.

One thing that was touted about having women do this work was that they supposedly were able to do fine work, requiring a good degree of manual dexterity, and several times I heard wiring and assembly compared to the textile trades---weaving, spinning, sewing, etc. There was another side to this that claimed that men could not do the neat work that women could. One has to balance such nostra (nostrums) with the small fact that General Radio employed men exclusively as production workers for years, and Tektronix hired (and trained) young men and women to do production work. Thus, your Hallicrafters radio probably was assembled in entirety by semi-skilled women, and your old Tek scope was assembled by both men and women.
>
I think when you begin to work on an old radio (or other electronics) you need to look at the item very carefully and ask yourself how its construction was methodized. I will admit that having been assigned the task of methodizing construction, writing process sheets, etc. for this type of equipment does make it easier for me to look at something and decode the chicken tracks.

Looking at a Hallicrafters S-38, a fairly simple radio, which typifies US series production practice, and one that is sitting in front of me as I write this, it looks to me as though the construction was methodized something like this:

1. Chassis punch and forming operations. These were probably "tooled." That is, the holes on the top of the chassis were punched all at once by a large die set. It is difficult to tell whether the chassis was punched from flat sheet stock, then bent to shape, or bent first, then punched in three or four passes (each surface). It was obviously plated after some of the punching and forming operations (plating on the edges), and I suspect that it was punched from flat stock, then bent. By comparison, the RME-45 was probably built on a purchased chassis weldment, so punching was done on a preformed and plated chassis. Clue: the tube socket holes do not have plating on their edges on my set. One noteworthy item in the S-38 is that the holes for the power cord and pilot light wires were punched undersized and then hit with a forming die (probably on the hole punch, further down) to roll over the metal to a round edge.

2. Rivetted component installation.
On the S-38, the rivetted components are the tube sockets, terminal strips, and the insulated front switch aprons (which were punched, form, and switches rivetted on as subassemblies). Also, the U-brackets that hold the tuning shafts and output transformer. RME and Tek are unusual in that they don't use rivets to mount electrical components. HP, on the other hand, did a lot of riveting, and one problem with HP stuff is the use of rivetted steel components on

aluminum chassis with star washer to "bite" the aluminum. This construction starts giving ground problems after a while, particularly in a humid/corrosive atmosphere. On an RME set, this step would have been used to solder the terminal strips to the chassis and install the FP capacitor (soldered to chassis on RME).

3. Wiring station 1. Install passive components on the tube sockets.

4. Assembly station 1. Install and connect IF and BFO transformers and mount the tuning capacitor.

5. Wiring station 2. Install interconnect wiring. This probably also includes the 4-section electrolytic, which is soldered (by a strap around it) to the chassis, not rivetted, on my set.

6. Wiring station 3. Install (in this order) the volume control and power switch, and their wiring. Install band 4 RF coil on front chassis apron. Install band switch with components and wiring attached (built up as a subassembly beforehand). Install oscillator coil, then antenna coil. Last comes the BFO coil and its wiring.

7. Final mechanical assembly. Install the tuning shafts. The dial cords were probably precut to length and wrapped around the shafts as they were installed. On my S-38, the dial cords are tied in a loop, and the tension spring just hung across the loop. More common is the cord that has loops at each end. One hooks on a hook on the cap pulley, the other has the spring hooked through it, then the other end of the spring is hooked on a hook or through a hole in the pulley.

There are some tricks to simplify production with this. Trick number one is to precut the cord to the proper length. Some service docs give the length, some don't. Also, there were a number of "special tools" used to hook the spring end over the hook or through the hole. These generally were nothing but a soldering aid or a tired screwdriver that had the tip ground off and some more judicious grinding to make a tool that is similar to that used to hook up springs on automobile brakes. Junk needle-nose pliers and a bit of grinding also would make a "hookover" tool for this.

After the dial cords and tuning shafts were installed, the dial plate, dial pointers, and pilot light were put in place.

At this point the radio was complete and ready for "final assembly and test." This is backward from what happens. In a series production operation, a technician took the assembled chassis, plugged it in on his (note the gender change) bench, turned it on, and waited for results. If the results were smoke, the tech looked for a wiring error, and checked the next set on the line for the same error. If two sets in a row had an error, the tech took a hike out to the production line and told the supervisor about it. If not, the set was put aside and the next one put on the bench. 99% of the time the radio worked. In a quantity production shop, this tech was "semi-skilled." If the radio didn't work he set it aside and went on to the next. The IF's (which were bought pre-tuned to the IF frequency) got peaked, then the RF and oscillator adjustments. The S-38 line probably was supported by built-up generators that put out the test frequencies, using LC oscillators and tap switches. "High" and "low" output would also be in these, with a tap switch attenuator. An AC voltmeter across the speaker voice coil, marked with "go/no-go" markings similar to aircraft instrumentation "green" gave pass-fail indications. A tech who did this as a steady thing could probably knock out 15-20 sets an hour. That's a set every three minutes (20/hr).

Once the set got tweaked and blessed, it moved to another workstation for installation of the case and knobs and (in the case of an S-38) probably got shoved in a box with paperwork, and the whole thing loaded on a cart for movement to inventory and to the shipping dock. A fancier radio (HQ-129X, RME-45) probably got plugged in again and a recheck before boxing.

I've gone over the whole thing, not just the dial cord part. I think that readers of this list know of my "habit" of taking sets apart for cleanup and inspection, and that sounds like tons of work if you can't dope out the original construction methodization. If you are going to go deeply into a set, removing things like IF's, bandswitches, coil boxes, and tuning caps, some time spent considering how they put it together in the first place makes the difference between "a bunch of work" and a real struggle (and broken/damaged components, etc.). The reason I know that the interconnect wiring was done AFTER socket components were installed is that I had to remove interconnect wiring to get at component wiring. Sets with wiring harnesses generally had the harness installed before components, which makes component removal and replacement a different job.

Anyone who has built up a Heathkit will recognize these methodization steps. Heath didn't invent their construction techniques, but used industry standard techniques explained in great detail in their manuals. Now, how did those "girls" know what to hook up to what without having a Heathkit-type guide? One method (and probably used on the S-38 line) was to build up a "model" which included only the wiring and assembly to be performed at a given workstation. I.e., component mounting was supported by a radio that had the tube sockets installed and the components mounted on the sockets. Interconnect wiring was supported by a radio that had tube sockets and interconnect wires, no components (although in some cases, the "models" were built to include all previous steps). However, the primary support was "methods sheets" which were similar to the Heath instructions, only with less detail. For an S-38, they would have listed passives by R and C numbers and the points across which they were to be installed, with sketches in some cases.

I won't go into great detail about the sociology of "women for wiring and light assembly, men as technicians and engineers." I fell victim to the notion that I could not do the neat work the women could do, and really got eaten up one side and down the other when I worked for a Japanese operation, where I was informed in no uncertain terms that either I could make wire-wrap connections and solder joints with the best of them, or hang up my hat and drive taxis for a living. They were pretty explicit that if I could teach solder and wire wrap schools, I could do top quality work. Nothing like a Japanese to let you know something in "no uncertain terms," and they were, of course, quite right. The sad thing is that some of the women I worked with could perfectly well have moved up in the organization, but were completely thwarted from doing this----not by the managements, but by their peers and their own beliefs.

This is an incredibly long response to a simple question, and while Morris raised a couple of issues I've ignored here, I think it's time to cut this off and comment on the other things in another posting.

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===
Hank van Cleef
E-mail vancleef@netcom.com or vancleef@tmn.com
===

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: bgraham@tecnet1.jcte.jcs.mil
Subject: Re: dark side of BAs
Message-ID: <199701130726.BAA08469@uro.theporch.com>

a hemostat can help a lot.

If it doesn't work quite right before you re-string it don't assume it was strung correctly by the last guy who did it.

I usually have a shot or two of brandy or something first <g>

Seriuosly, try using the hemostat to make it easier to thread the string and also when placiung the spring.

Bill

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: dark side of BAs
Message-ID: <199701130920.CAA14686@netcom14.netcom.com>

As Morris Odell discourses

> Now that I've got that off my chest, I wonder whether any of the more experienced list members here have any tricks of the trade they would like to share regarding ways to do this without having to reach for the bottle afterwards. There is occasionally a comment on the list about the advantages of practical experience over theoretical knowledge and this is definitely a case where this needs to be explored.

Yes, it is a sad fact that we've had some recent postings that sound as though somebody thinks that there are Ph.D.'s on this list who can't get out of their own way on a bench or in a shop----and technicians who know tons of useful little tricks, to the exclusion of everyone else. I, for one, regret that this sort of flame-baiting is going on, and am going to make a few comments, strictly from my own perspective.

I began reading this list when it was based at MIT, and joined it when it became possible to do so, when Phil Porch provided the space we now use. My first postings were fairly simple questions----"Wotinell is an HQ-150, as compared to HQ-129X, 100, 180?" In the end, I bought the 150, and detoured on a trip from Austin to Tucson via Albuquerque to get it. Nice radio. Even nicer after I gave it a bubble bath and shampoo. However, I mistakenly left the car unlocked when in Tucson, and a derelict beat up RME-45 parts set crawled into the back seat, no doubt looking for a place to expire permanently. The 45 got a little more than a bubble bath and shampoo. It still looks a little seedy as it has a nonstandard front panel and no cabinet, and inside it is more "RME-45A-bis" because I didn't put it back together "jes like RME made it." The HQ-150 ended up with Ben Hall, and some folks might wish to consider my wisdom knowing that I sold a pristine HQ-150 to keep a "blue collar" RME-45.

This list has a great many people from many walks of life on it, all interested in one way or another in these obsolete electronic devices----and it's well to remember that museum piece or junker, it's all electronic junk. Nobody would tool up and try to compete with modern manufacture stuff with any of these designs. The focus here is on "amateur" radio. Whatever else ham radio may or may not have meant to anyone, how it has been promoted and presented, etc. it is one area of sophisticated electronics that is open to anyone---whether they are barely able to find the power plug and switch, or design and build their own equipment. I am one of those on this list who has never had an amateur radio license, but I recognize that amateur radio is the primary focus of the list.

Do I really need now to publish a Curriculum Vitae here to establish my qualifications to talk about electronics? I am a firm believer that the only dumb question is the one that is not asked, and was indoctrinated in this belief by a very old man something like 53 or 54 years ago. He was my first teacher---and I his last student---formally a physicist with a Ph.D. (1896) from Johns Hopkins. He made pin money fixing "dog" radios for service shops, and I "apprenticed" if you will, with him, taking over the work when he died. I'm not sure I need to buy scanning equipment and make a graphics page showing my soldering irons, me using them, or my solder joints. I know how to make good ones---and bad ones, and don't always get what I planned to, although with 50-plus years experience, I think there's still hope.

To cut right to the core of things, some of us on this list have all the college degrees anyone expects, and no one is going to ask us to get any more. Maybe we are degree-a-holics (if one's a good idea, a bunch is a wonderful idea) and ought to join degree-a-holics anonymous. While I can't speak for the others entirely, I am very well aware that one of my real enjoyments in life is getting out tools and working on something with my hands. I think the others who are packing excess paper who are on this list feel about the same. Solid practical skills are valuable, and people who are willing to share what they have learned in developing solid practical skills have a very definite and worthwhile place on this list. I don't think there has ever been a question about that.

But a solid grasp of theory does allow one to consider what might be practical that hasn't really been explored. Knowing how something is supposed to work, in theory, does give one a leg up when dealing with bizarre symptoms, and devising trouble-shooting methodologies using resources at hand. I suppose that much of what I talk about on this list is theory, and I try to put it in a practical sense, not to hear myself talk, but so that others can get their arms around it and use it. In the ugly terminology of developmental psychology, that is called "empowerment," which to me means things like what happens when you throw a match at a pail full of gasoline as anything else. Someone who believes that they can do something, or understand something, and who proceeds to develop skills or understanding is "empowered" to use and work with that. "Give a man a fish, you feed him for a day.

Teach a man to fish, he can feed himself forever." Last I heard, the deal is the same for women. Yes, I tend to quote Fred Terman a lot, and realize that some readers believe that what Terman published is a bit daunting. I learned when I was a child, from the old man mentioned above, that Fred Terman was one of the best teachers of his time, and when I mention him here, I am trying to put people in touch with a good teacher. So far as getting college degrees from reading Fred Terman, I never did that, although I have, on occasion, been paid to stand up in front of a roomfull of students and talk about the stuff he talked about. One of the things that intrigues me about my studies of the RME VHF-152 is the clear evidence that the designers did not have their arms wrapped very tightly around the principles behind Clerk Maxwell's work. I'll debate the (un) wisdom of avoiding Clerk Maxwell in an undergraduate EE curriculum----elsewhere. I'll also debate the mathematicians who sneer at using vector algebra to teach Clerk Maxwell's stuff in preference to tensor calculus---elsewhere. I do happen to have a daughter (girls don't do math) who is deeply involved with finding ways to get young children involved with things like vector algebra and tensor calculus, and don't need to belabor this here. She's of the opinion that some of my high flown notions are pretty hide-bound and overly daunting to the kiddies---and she may be right. Wouldn't be the first time.

I have always believed that this list was a place where people could, and would, share what they had to share, and not get too concerned if they did not have all the answers to all the questions. I've soaked up a lot from listening to others here. I think it would be absurd for one of us to say "I've got the paper, so I know all the answers, and the rest of you are fools" just as much as using bench experience as justification for saying the same thing. I have some bench experience of my own, and am always up for getting more. When I learn something from that, I generally post, and I think there are some HP 200CD's oscillating away again, and recently heard about an HP400D that now zeroes---from sharing what I learned by troubleshooting everything but the problem first.

Sharing---and not judging---seems to me to be what keeps this list alive and valuable. Saying that what one of us posts is a lot of smoke because we've got a bunch of degrees is a complete non sequitur, which is fancy latin (literally, "it does not follow") for "mixing apples and oranges." If what I post is dead wrong, let me know, but tell me why (and I think I've got a long list of correction postings already) and if you've got a methodology that's different, then share it with us.

Now I've burned up a lot more space, and it isn't about tube radios per se. But I detect some ozone left by the passage of rocks at high speed around here, and really would suggest that there is nothing to be gained by rock throwing (there's a good story about a guy lived at the time of the Roman emperor, Augustus, who had some things to say to a bunch of guys who wanted to throw rocks at a woman who did something they didn't like, claiming that "the Law" justified it). And I certainly don't think that the "Your mother wears Army boots" approach to those of us who are packing a bit of paper is going to get old radios receiving and key clicks and parasitics out of old transmitters.

Now, if you'll excuse me, I have an appointment with the business end of a Boonton Megacycle Meter and some 2 meter coils.

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===
Hank van Cleef
E-mail vancleef@netcom.com or vancleef@tmn.com
===

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: jproc@bellglobal.com
Subject: RE: dark side of BAs (dial cord)
Message-ID: <Chameleon.4.01.2.970112204930.jproc@>

>I wonder whether any of the more experienced list members here have any
>tricks of the trade

Morris,

You didn't stipulate whether you had a diagram of the dial cord routing or not. That makes a big difference. Assuming you do not, there is only one technique which works. I call it the Edison approach (after the inventor) - 2% inspiration and 98% persperation! Here is what worked for me on several occassions.

WITHOUT DIAGRAM
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1) If you still have the original, broken cord, measure off a similar, but slightly longer length of replacement cord.

2) Rotate the tuning capacitor so the plates are fully meshed. Move the slide pointer to the lowest indicated frequency on the dial.

2) Affix the cord to the tension spring. Attach spring to the anchor point within the large pulley attached to the tuning capacitor. Route the cord so it exits the slot. At this point, the thinking really begins.

3) Try to figure how the dial cord would have operated and plan to route the replacement cord in the same manner. There are many ways to route the cord. One sequence is:

large pulley, idler shaft, dial idlers, dial pointer, dial idlers, back to large pulley.

If the cord wraps around an idler shaft, plan on using an minimum of two loops at this point but never more or the cord will bind. The idler shaft is the one that the tuning knob attaches to. Ensure there is no dirt or grease on this shaft.

4) Assuming that you have figured out how to run the dial cord, route the loose end of the cord back into the large pulley and anchor it. If everything operates without any binding, then you have figured out the correct routing.

WITH DIAGRAM

It's easy!

Yes, some dial cord mechanisms have been invented by demons in order to make us appreciate our existance on this earth. A few have also been engineered by angels :-)

Regards,

Jerry Proc VE3FAB
E-mail: jproc@bellglobal.com
Radio Restoration Volunteer
HMCS Haida Naval Museum
Toronto, Ontario

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Ho4bart@aol.com
Subject: flogging the SHIPPING issue again
Message-ID: <970113165224_845190122@emout11.mail.aol.com>

everyone is familiar with the styrofoam forms that
cage & suspend consumer electronics in the box.
this keeps knobs, protrusions, fancywork from

colliding with the box surface under high G's, of
course. my earlier posting was just basically to
say that i try to emulate this, at least for the radio's
control panel, by using strips of sheet styrofoam,
between the outside edges of the front panel and
the box.   yes, this is a slight extra pain to a task
that's at best a bore. but i'm a believer, and the broken
shaft coupling on my Mackay rcvr is a textbook example
of the principle that control knobs are not intended to
bear pressure.   i recall the boxing for the "command
set" transmitters: these have a very light aluminum,
louvered, top cover; and the box has folded cardboard
inserts within that hold the radio at stronger points,
thus the more fragile part is suspended off the carton sides.
hue miller

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: FRANKK6NL@aol.com
Subject: For Robt Towle
Message-ID: <970113165743_1277008541@emout05.mail.aol.com>

All your E Mail for Hammarlund manuals are rejected . Sorry to have used this circuit for this purpose.

FRank K6NL

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: don merz <71333.144@CompuServe.COM>
Subject: Free Photocopies
Message-ID: <970113162931_71333.144_DHB53-3@CompuServe.COM>

Free Photocopies

I have posted this before. I still have some copies available. Plus I have added the Heathkit and PRC-x items below.

The photocopies below were made from originals and are good copies. They are free if you send me an 8-1/2 x 11 SASE with the postage indicated for each one. There is no need to reply to this posting. Just send me your SASE with a note saying what item(s) you want. This stuff is too nice not to share. My address is Don Merz, 47 Hazel Drive, Mt. Lebanon, PA 15228.

Heathkit "Transmitter Service and Maintenance Hints." 10 pages of transmitter troubleshooting and repair. I think this originally came packaged with some or all of the DX-100's. You can see the DX-100 influence if you read between the lines. But the text has been generalized so as not to be specific to any one rig. (4 Stamps)

PRC-8-9-10 manual addendums. These are the addendums to the PRC-8-9-10 manual. Lots of corrections and some new information. 8 pages. (4 Stamps)

Gonset Flyer: Gonset Mobile Communications Equipment. This neat brochure is 11 x 17 folded into 8-1/2 x 11 pages. It covers all the earliest Gonset mobile equipment including the original Communicator, the Commander (with the rare VFO shown attached), the Super-ciever, and all the Gonset mobile converters for HF, FM, aircraft, 6 and 2. 2 STAMPS.

Military Aircraft: Did you ever wonder which radios went into which WWII Navy aircraft? Well, wonder no longer! Here it is--all laid out in convenient chart format by aircraft type, U.S. Navy only, no Army or foreign aircraft. Also, this just lists liaison and command HF equipment, Navigation, IFF, RADAR and other on-board radios are not listed. This list is an Appendix from the WWII training manual "Aircraft Radio," "Naval Air Training Center, Ward Island, Corpus Christi, Texas." The manual is not dated but is obviously early WWII. 3 STAMPS: Disclaimer for rabid military historians: I can't GUARANTEE that these radios were actually installed in these types of aircraft. I just copied the appendix, I didn't actually see the aircraft.

1930's Thordarson Collection. During the 1930's, all the component manufacturers published guides that explained how to build stuff using their components. RCA had "Ham Tips," Kenyon had their "Guide," and Thordarson had a whole series of stuff that was updated at least yearly as far as I can tell. I have the following copies available:

344: The original transmitter and power amplifier guide from 1934. As far as I know, this was the first Thordarson Guide that was published. 4 STAMPS

344-A: Bigger and better version of the 344 Guide, also copyrighted in 1934, but I think this is from 1935 or 1936. 4 STAMPS

342-C: Radio Service Guide: A collection of articles, tips and circuit designs. Test equipment circuits are discussed. The neat Thordarson 'scope that used the 1" 913 tube is dissected. 4 STAMPS

400-C: Complete Transformer Catalog, 1938-1939. You would only need this if you have older transformers in the junkbox that you need to identify. There is no text--just listings. 4 STAMPS

Flyers: These are copies of 2-sided 8-1/2 by 11 flyers that were in poor condition. The copies are just fair. Included: 60 Watt 6L6 amplifier,

Thordarson Oscilloscope, Thordarson Multi-Band Transmitter, and
Amateur Speech Amplifier. 2 STAMPS

NAVWEPS--the ARC-5 Maintenance Manual. Covers command set repair by the
book, soldier! 30 pages. (5 STAMPS)

RCA Voltohmyst Troubleshooter's Guide. VTVM cookbook published for
Voltohmyst users. 20 pages. (4 STAMPS)

73, Don

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: eb5agv@ctv.es
Subject: FS/swap: R-390A front panel
Message-ID: <1.5.4.16.19970113111347.1a1f309c@192.168.0.1>

Hi BA folks!

I have for sale or trade an spare front panel for a R-390A. Due to circumstances, it is NOT in Spain, but in USA, so shipping should be not a big problem for the buyer.

As far as the panel, it is of the engraved variety and it has no gouges. It has both handles plus the freq window and I think all of the panel mounted switches and controls. It needs to be repainted, I would give it a 7-8.

As I don't know which could be a good price to ask for it, I'll let you make offers until 15th January. If you want to swap it, I'm looking for spare PTO, IF and AUDIO modules for the R-390A and an original (or complete copy) manual (my unit is from EAC, contract DAAB05-67-C-0155), so any of these could be a good choice for me. Please, e-mail offers directly to me (eb5agv@ctv.es).

Thanks!

Best regards.

JOSE

----
73 JOSE V. GAVILA (EB5AGV / EC5AAU)
46910 Benetusser - Valencia
SPAIN

QTH locator: IM99TK

*** PLEASE, VISIT MY HOME PAGE AT : ***
http : //www.geocities.com/SiliconValley/6992
e-mail: eb5agv@ctv.es & eb5agv@amsat.org

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: John Wieder <jwieder@gunnison.com>
Subject: FS: Misc
Message-ID: <199701130400.VAA31534@gunnison.com>

I have a box of stuff that is going to the garage very soon. Who knows how long it will be lost in there before I see this stuff again. So if you have an interest in any of this stuff please advise and we will work something out. I would be interested in trading for a bug or some old ARRL handbooks (53 or before)

1) Ceramic 7 pin tube bases, NOS, marked Johnson 237 (also part #K7890306) have four

2) Ceramic 7 pin tube bases, used but vgc, fits an 832 (6 small holes, 1 large)

3) Two 832's, unknown condition but look good physically and unable to test
so   buyer can inspect first

4) Roller inductor coil marked #6034, I've been told it is out of a Command transmitter, vgc

5) Another coil supposedly from Command transmitter, part #9295. Gear on top turns interior ceramic ring

6) Air dux coil, #510T in box

Thanks for looking over the list and 73

John Wieder K0JY
62639 Ohlm Road
Montrose, CO 81401
jwieder@gunnison.com

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: rhys@ix.netcom.com (Lawrence D. Walken)
Subject: General Radio Wavemeter Whazit?

Message-ID: <199701131519.HAA27995@dfw-ix5.ix.netcom.com>

Hi Gang --

Need some help in identifying a beautiful old General Radio piece. It's just the right size for a paper weight or coffee table conversation piece is why it followed me home but who knows it may be perfectly good for something.

It's a rather striking bakelite, clear acrylic, and silver device with one of the nicer knobs I've ever seen. "Wavemeter type 758-A" on the 3-1/2" diameter black and metal (nickel plated brass?) engraved dial that reads Frequency in Megacycles 55-400. This dial sits at the end of a 4" diameter by 3" long clear acrylic tube displaying a large silver plated variable cap that looks like its plates are heavy enough to take much current. The ends of the polished clear tube are capped with 1/4" thick hexagonal slabs of black bakelite.

As you turn the dial you can see the plates of the variable cap mesh. The bottom bakelite cover has a clear porthole in it and one can see a #47 pilot light bulb attached to the rotor of the variable cap and to a wiper that rides on a circular silver track. This wiper for what its worth only contacts the track at one end of its travel and then gradually lifts away from the track as it rotates.

Now here's the kicker... it's completely sealed. No way to attach a test lead or make direct contact with any of the components inside. Tricky eh?

I've deoxed all its internal connections and tried holding my 2M HT (sorry for the non-BA reference) up next to it while setting the wavemeter knob for 145Mc and keying the rig... nothing on the light bulb (which checks OK).

And this item does not appear in my 1960 GR catalog so who knows how old it is or if it's possibly part of some other device. The hex base may mean it's meant to be used on its side and so it won't roll or it could be a keyway to slide into something else. At any rate they sure don't make em like this no more.

Does anyone in the collective memory of the Boatanchor know what this is... how to use it... and how to maintain it? Thanks much guys for the bandwidth and the help.

Larry Wolken
N3OJD

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: carl yaffey <cyaffey@sprynet.com>
Subject: Halli speakers
Message-ID: <2.2.32.19970113172908.00a5a9f0@m1.sprynet.com>

I would like to know which Hallicrafters speaker goes with the SX-62A (R46?).
And, I'm interested in buying whichever one it is!
TNX es 73, Carl K8NU

```
-------------------------------------------------------------
Carl Yaffey K8NU (ex-W4EZB) cyaffey@sprynet.com 614 268 6353 Columbus OH
Banjo player for One Riot One Ranger, independent software developer.
                   /~~\\       ,    , ,
                  |#===||==========#***|
                   \__//            ` `
```

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: "Rick Blank, KI5SL" <rblank@txdirect.net>
Subject: Re: Hallicrafter amp (NOT an HT-33!)
Message-ID: <32D99103.55B9@txdirect.net>

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Content-Transfer-Encoding: 7bit
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Well, actually the Loudenboomer was a different amplifier, it was the
later HT-45 that was originally
the Loudenboomer amplifier...

CUL

Rick, KI5SL

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<DT>Well, actually the Loudenboomer was a different amplifier, it was the
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<DT>&nbsp;</DT>
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<DT>CUL</DT>

<DT>&nbsp;</DT>

<DT>Rick, KI5SL&nbsp;</DT>

</BODY>
</HTML>
------------268F2C5F22972--

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: Hallicrafter amp (NOT an HT-33!)
Message-ID: <199701130408.XAA16964@mule1.mindspring.com>

I was looking at the Jan 1958 QST and there was an ad with the HT-33 with a pair of 4CX300's.
According to my nearby Hallicrafters expert this was an early model.   The HT-33 changed to the PL172 (1000W disp) even before the HT-33A.

Hallicrafters also made an HT-31 with 811A's early on and bought W0AIW/W0AR's commercial loudenboomer (single 3-400A) and made it the HT-45 to match the SR150 family. The original loudenboomer (1960 CQ) used a 4CX1000A.   Lee's company (W0AR) was Radio Industries. The Loudenboomer II ran nearly 1KW CW and 800W on SSB.   The Ameritron AL80 series (Heath SB-1000) is the revised version (now using the 3-500Z).

By the way my local expert is looking for anyone who has ever seen either of the Hallicrafters Complete station packages. The SR500 was the HT-30, SX100, and HT-31. The SR1000 was the HT32, HT33, and SX101 or SX115 later.
I remember the SR500 pictured in QST about 1960
at Police HQ in Ethiopia. Rundy K3/K4ZA (SK) actually used the station in one of his Dx trips (Rundy worked for Westrex).   Other than this one instance and beautiful pictures in the ad section of the ARRL handbook did these units every sell????

Dave K4JRB

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: "Rick Blank" <rblank@legend.txdirect.net>
Subject: Re: Hallicrafter amp (NOT an HT-33!)
Message-ID: <199701130520.XAA16785@legend.txdirect.net>

> Hi Rick-
>
> You are probably right about the HT-33, although 1959 was pretty early
> for ceramic tetrodes, and the HT-33A was there with the PL-172 in the
> '59 Handbook...
>

Max de Henseler's book, "The Hallicrafters Story" states:

"The model HT-33 Linear Kilowattt amplifier was the first to use the new ceramic power 4CX300A tubes. It had a power output of 625 watts in SSB, 575 watts in CW and 285 watts in AM. It required a driving power of 8 watts PEP. It was designed to operate on six ham bands 80, 40, 20, 15 and 11-10 meters. Thsi power amplifier employed two ceramic 4CX300A power tetrodes. These new rugged, low inductance tubes assured high efficiency and excellent stability. The grid circuit was designed for 52 ohms input and was condensor tuned. Band switching was by one knob which simultaneously selected the proper grid coil and plate tank inductance. The output circuit was a pi-network for fixed 52 ohm output impedence and for high harmonic supression. The high voltage for the plates and screen was obtained from two 866A rectifiers. The screen voltage was regulated by two OB2's and one OA2. Both plate and grid current could be measured on the meter. the model HT-33 was superceded in January 1959 by the HT-33A model, which in turn was superseded by the HT-33B in February 1961. The "A" and "B" versions used one PL-172 high power pentode in the final and 3B28 rectifier tubes. In addition, the "B" version had two meters, one measured grid current, screen current, plate voltage and RF output voltage and the other was used to continously monitor the cathode current in the PL-172A. The model HT-33 was replaced byt he HT-41. It came in a grey and black steel cabinet (matching the HT-32) with brushed chrome trim measuring 20" wide by 10-1/2" high by 17" deep, weighing 130 lbs. and cost $775."

So that's the source that I used for the info that I had posted earlier on these amplifiers.

> BTW, any chance you coud configure your mailer *NOT* to add the HTML
> (repeat) version of your post at the end? Thanks...
> --
> 73
> Jack, W4KH/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
> - - - BoatAnchor Mailing List Archiver/Owner - - -
> firebotl@jackatak.theporch.com ---- listown@jackatak.theporch.com
>

This is something that Netscape 4.0 is doing that I had no idea it was doing...I guess that's one of those things that I have to learn to use, huh? I usually use Pegasus Mail, which I am using now, to do mailing duties.

CUL es 73

Rick Blank, KI5SL   rblank@txdirect.net
2223 Blanco Road
San Antonio, Texas 78212

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: km1h@juno.com
Subject: Re: Hallicrafter amp (NOT an HT-33!)
Message-ID: <19970113.152729.9887.4.km1h@juno.com>

The spec sheet in my Eimac book for the 4CX300A has a 1959 copyright. Time flys when you are having fun!

This tube also has a history of poor seals. Use caution in bringing it on line. I have always used the old way of running filament power alone for 24 hours before applying HV. Then let that sit for another 24 hours before trying to draw idle current. Perhaps someone can suggest a better method; I never knew if I was ever accomplishing anything useful!

73....Carl

On Sun, 12 Jan 1997 23:23:23 -0600 (CST) "Rick Blank"
<rblank@legend.txdirect.net> writes:
>> Hi Rick-
>>
>> You are probably right about the HT-33, although 1959 was pretty
>early
>> for ceramic tetrodes, and the HT-33A was there with the PL-172 in
>the
SNIP..

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: help ID a BA RCVR
Message-ID: <Pine.ULT.3.95.970112201535.11862A-100000@admin.aurora.edu>

Went to a guys house to pick up some junk, and indedd, most of it was junk - bunch of mostly AA5 tubeless chassis. One interesting thing, however, caught my eye. It is an AA3 (Yup, 3 tube AC/DC chassis).

It looks commercially wired byt the looks of the solder job, but maybe not. It also reminds me of one of the Philmore kits I built back in the 50's. Ther chassis is 4 x 7 and the front panel is 5 1/2 x 7. Front is shiny black paint with only tuning control and regen pot. Dial is white painted numerals 0 - 100 in a 180 degree arc.

Unit is transformerless using 350 ohm resistance line cord for filament drop (300ma). This is a bare-bones circuit - phones tip jacks (bare metal) in plate circuit mounted on strip on real of chassis. Circuit is regen stage followed by audio amp. 3rd tube is half-wave rectifier. By the looks of it, the regen and audio tubes would be type 37 or 76's and the rectifier would be a 84. That's the way the pinouts work out. Only problem with that is the retifier filament is 500ma and the others are 300, yet are in series.

The coil socket is one like my old Philmore had - about the diameter of the 5 pin tube sockets but built differently. it has 5 lugs.

Anyone have any ideas what this is and the tube types?

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL
630-844-4898 Fax 630-844-5530

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Ronnie Hull <larebel@ms1.nwla.com>
Subject: Items for Sale
Message-ID: <1.5.4.16.19970119064100.305f8546@ms1.nwla.com>

All items listed previously are sold. Thanks

Ronnie

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: kenc@smartdocs.com (Ken Corwin)
Subject: LM and SCR-211 Frequency Meters
Message-ID: <199701131727.JAA22391@warp10.smartlink.net>

Hello, Everyone-

There are two new reference files in the Boatanchors Archive that describe the differences between the various models of the LM and the SCR-211 frequency meters.

To retrieve these files, send a message without subject or signature to:

```
     listproc@theporch.com
```

In the body of the message, state:

```
     get boatanchors lm.model.comparison
     get boatanchors scr211.model.comparison
```

I will appreciate receiving all corrections and additions.

Regards,

Ken Corwin (kenc@smartdocs.com) Santa Clarita, Calif.

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: Scott Robinson <spr@earthlink.net>
Subject: Multi-band BA car radios
Message-ID: <v03007803aeff13a0c634@[153.34.139.185]>

KM1H's mention of his 1941 Buick multi-band radio reminds me of my (probably nearly identical) 1941-48 Chevy radio of similar chracter--BC plus several bandspread int'l BC bands. In high school (back in 6V days...) I used to take it to evening beach parties and run power from my car nearby, toss alength of wire ofver a nearby tree, and see how many different languages we could recognize. It was fun and not actually too nerdy, particularly as I spoke French even then and had some pretty serious linguists as friends.

The radio seemed pretty sensitive. I still have it and need to do a cap-ectomy and so forth.

Regards,

Scott Robinson
spr@earthlink.net
"Wait'll he puts on his stereo headphones..."

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997

From: Rich Arland <qrprich@postoffice.worldnet.att.net>
Subject: New e-mail address for K7SZ
Message-ID: <19970113043836.AAA18847@LOCALNAME>

Gang:

Juno strikes again (for about the 6th time!).

My Juno software blew up and when I tried to reload from diskette, I found that the diskette was corrputed. NDD did no good at restoring the diskette, so I called Juno and was told that it would be 1 to 3 WEEKS(!) before I could get new software.

In the mean time, I have moved all operations for e-mail over to ATT Worldnet. This address will be good until further notice.

Tnx for the bandwidth.

73 rich K7SZ

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: bdhall@ghg.net (Benjamin D. Hall)
Subject: Oklahoma BA adventures
Message-ID: <32D9A865.59F4@GHG.net>

Well folks, been a very tiring weekend.

Ray Mack wrote a few weeks ago about a Western Union Telegraph Company microwave site with BA stuff free for the taking a few weeks ago. To be had were power supplies, racks, and all sorts of microwave junque. Since I can always use more BA's, Rack Mack and I borrowed his Dad's trailer and headed up to Dallas/Fort Worth friday night to meet listmember Guy Dragoo, who was lending us the use of his truck in exchange for racks and power supplies, since he couldn't be joining us. Picked up the truck and made it to fellow listmember Bill Sorsby's house at about 1:30am. After a few hours of sleep, Ray, Bill, and myself met fellow listmeber Brian Harris at the Waffle House, and proceded up to Stroud, OK. Met the two gentlemen who own the site, and drove to the site. This site was part of the Western Union Telegraph Company's microwave phone links that carried phone conversations from mid-america down to Dallas. We loaded up and hit the road at about 5 or 6pm, and made it to Brian's house at about 1am. Brian gave us the tour of his BA-house (no, it's not a shack). Ray, Bill and I can now say we are now part of the very small and very selective group to have seen Brian's Cosmos Cosmophone 1000. Headed back to Bill's, and on the way the safety screw that hold the trailer hitch onto the ball came off, and the trailer unhitched. Sparks flew as Ray manuevered the truck over the the side of the road as Bill and I had images of all our work getting sprayed accross the highway. Well, the trailer didn't flip and all the goodies were safe! Made it back to Bill's about 2am this time. After getting a new hitch ball, Ray and I drive back to Guy's and dropped off his truck, picked up Ray's car and drove back to Houston in the snow, sleet, and freezing rain. In fact, we saw a sport utility nearly flip right in front of us. Made it back here about 9pm.

Were pooped! The goodies: Ray, Guy, Bill and myself split up the racks, which are nice 7 foot jobbies with cool "MICROWAVE SEND CABINET - WESTERN UNION TELEGRAPH COMPANY - MADE BY RAYTHEON" nametags on them. Ray picked up a lot of microwave stuff, and everyone split up many different types of power supplies. Right now my car is being held safely to the ground by a pair of them.

Anyways, was nice to help recycle more BA iron. Next time, I'm not doing in -20 below windchill OK weather, hi hi. I'm off to bed with hopes that the weather will close NASA tomarrow so I don't have to go in.

73,
Ben

```
--
----------------------------------------------------------------------
 From the computer of            | Collector of fine firebottle
 Benjamin D. Hall, Houston Texas | equipment, as well as other things
 BDHall@GHG.net (home) -or-      | involving Earth, Air, Water, and
 Benjamin.D.Hall1@JSC.NASA.gov   | Fire.
---------------------------------------------------------------------
***PLEASE NOTE MY NEW HOME E-MAIL ADDRESS above.***  My old address,
BDHALL@GHGCorp.com, will still work for a period of time however.
```

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: DArney@gnn.com (Dan Arney)
Subject: PROFESSIONAL SHIPPING
Message-ID: <199701130632.BAA13192@mail-e2b.gnn.com>

I HAVE BEEN IN THE PROFESSIONAL SHIPPING BUSINESS SINCE OCT.80. I own my own business and have shipped several thousand pieces of electronics equipment. Some of the shippments involved 75 to 100 computers in one shippment.

I use Foam-in-place packaging for a lot of the units. When the units get to a weight of 60 # or more, then I use 1 #EPS sheets blocks and or ethafoam. With the heavier pieces I put pieces of

1/4" OSB/Plywood on the inside of the box rather than double box it.

I think I have had 3 or 4 claims in 16 years.
GUESS WHO BITCHES THE MOST ABOUT THE COST OF SHIPPING. "CHEAP HAM"
I have shipped for a lot of hams with no complainents.

The chemical for foam in place cost $3.80 per pound per A & B and the gun shoots at a rate of 6 # of chemical per minute, We charge a min. of $47.50 per pack plus UPS or frt..

I mark up UPS 35% over the pubd. rate. (goes up FEB !,97) plus mark up on ins POD AOD COD etc. With all of that I am the legal shipper and am responsible for following up on any and all claims.

All I need is one claim and it removes any profit from about 10 to 12 claims after I make phone calls to al;l parties concerned plus UPS/FEDEX/DHL or who ever for all of the follow ups for claims.

I sell a lot of BA's /SS whatever and only charge for shipping , UPS or what ever.
They get free packing, unit gets there OK and they still bitch about charges.

i DO NOT USE PEANUTS IN THE PACKING IN MOST CASES, IF SO THE UNIT MUST BE IN A PLASTIC BAG.

I was approached to be a franchise and decided not to get involved.

GUESS WHO OWNS A BIG PART OF MAIL BOXES ETC. (THE GUYS IN THE BROWN TRUCKS) I started out in 80 and UPS said we could not advertise UPS piak up here.

I AM PROTECTED BY FLAME RESISTANT SUITS REBREATHING BOTTLES AND BULLET RESISTANT SHIELDS. So have at.

WHEN YOU WANT TO GET THER IN GOOD CONDITION THEN USE GLOBAL PACK AND MAIL. WE ARE NOT CHEAP, BUT THE BEST.

The opinions are mine and thats me.

Dan Arney

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Jack Harper <jharper@bs2000.com>
Subject: Question for HQ-180/180A Circuit Experts...
Message-ID: <199701131804.LAA21173@lynx.csn.net>

Greetings Fellow Hammarlund Enthusiasts...

I am in the process of tweaking out a few problems with my HQ-180 and have encountered the following items in the Hammarlund documentation.

(1) Slightly interesting point -- I did not realize (amazing) that the tube nomenclature is slightly different between the 180 and the 180A.

HQ-180	HQ-180A
V18 (Gate 6BA6)	V17 (Gate 6BA6)
V16 (1st AF AVC 6AV6)	V15 (1st AF AVC 6AV6)
V17 (Power Out 6AQ5)	V16 (Power Out 6AQ5)

This difference threw me a bit while I was checking resistances/voltages etc from the Hammarlund charts. I was using a HQ-180A chart for my HQ-180. Stoopid... It is, of course, caused by the elimination of V15 (Rectifier 5U4) in the transition between the '180 and the '180A. I point this out so perhaps someone else will not repeat my stoopidity -- the charts for the 180/180A are quite different in places...

(2) Real Question: Am I correct that in both the HQ-180 and the HQ-180A "Tube Socket Resistances" table, that there is an error -- Pin-6 of V9 (Product Detector -- 12AU7 -- same tube number on both receivers) should be listed, in the chart, as about 150K-ohms rather than the listed 55K? If the AM/CW-SSB switch (on the '180) is in the 'CW-SSB' position, then the resistance would be the listed 55K -- and actually measures at that with the switch set to 'CW-SSB'. Looking at the schematics, for both receivers (the Product Detector circuity is rather different between the two receivers), I cannot see how the resistance could possibly be 55K with the switch in the 'AM' position as required in the chart. I think that the chart should say 55K with 'AM/CW-SSB' in 'CW-SSB' position which it does not... Am I correct -- or am I, as frequently happens, seeing things again at 2am???

(3) Another Thing: Pin-5 of V12 (HF Oscillator 6C4) is listed, in the same charts, as having resistance of 24K -- it measures 'infinite' on my receiver -- sure enough, turn the set over and pin-5 is not connected to anything. The schematic shows both pin-5 and pin-1 connected to the plate of V12 -- but pin-5 of my receiver was not connected by Hammarlund (it was not modified by someone during the past almost 40-years -- it is a clean lug). I 'assume' that it is not critical to connect both pins from the plate to the outside circuitry -- although it bothers me a bit but then I assume that Hammarlund knew what they were doing. I point this out as the "Resistance Charts" are clearly, at least for my production model, incorrect. FWIW -- Pin-7 of V17 (Power Amp 6AQ5 on the HQ-180 (V16 on the '180A)) has a similar problem -- not connected on my receiver.

Any comments -- especially regarding my question #2 -- would be greatly appreciated...

Regards

Jack, KC0LR (Friend to all things Hammarlund)

Jack Harper   Bank Systems 2000, Inc.
e-mail: jharper@bs2000.com   350 Indiana Street, Suite 800
voice: 303-277-1892 fax: 303-277-1785   Golden, Colorado 80401 USA

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1024-bit PGP crypto key with ID: 8FB07075 created 960728
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Key available from Public Key Servers and above Web Page

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: jmccarty@lucent.com (John J Mccarty)
Subject: Ranger question/trouble ???
Message-ID: <199701131822.MAA24731@nwsgpa.ih.lucent.com>

I have an older Ranger I with out keying circiut. In the CW position the final plate idles (key up) at 50 mills. I can get a dip in the plate current, but that is about 150 mils. When loaded the plate current runs about 20 to 30 mills higher than the book says it should. Orginally, the idle current in the CW mode would slowly creep up between charactrs. I replaced the 11K (3 33K in parallel) and the by-pass cap in the screen of the clamp tube. The 11K read 29K. This seemed to fix the creeping current, but I still have that 50 mills of idle current, and the plate current in general seems a bit high. Different finals and clamp tubes dont seen to make a difference. All the voltages seem to be in the ballpark. Is this normal for thsi rig???. Or have I missed something???

John n9hrt
jmccarty@lucent.com

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Michael Crestohl <mc@shore.net>
Subject: REVIEW: Fred Ostermans new SHORTWAVE RECEIVERS book!
Message-ID: <199701131416.JAA29563@northshore.shore.net>

Hello Boatanchorites.....

REVIEW: Shortwave Receivers Past & Present, 2nd Edition, Fred Osterman

This guide covers communications receivers from 1945 to 1996 and details information on over 500 table-top models. The radios it deals with are not ordinary table broadcast units but specialized pieces of equipment made for amateurs, short-wave listeners, military and government customers. Many of the older receivers are highly sought after by collectors, hobbyists and hams who are interested in "Boatanchors", a term of endearment for older, tube-based (and consequently heavy!) equipment.

Initially there is information on buying a used receiver, restoration and repair, a bibliography of periodicals, publications, clubs and on-line resources on the subject as well as an explanation on how to use the guide. Each manufacturer is given a chapter. A short discussion about the company, its logo, addresses and other general infromation follows. Each model is generally given a half-page with just about everything you'd want to know about the radio short of having the manual. Just some of the listings include features, specifications, circuit compliment (tubes and their function where applicable), accessories, comments, variants, where and when made, voltages, a neat symbol that indicates the type of frequency readout used, size, weight, etc. There is information of interest to collectors too, such as an estimate of rarity, new price and a general price range of current prices. The guide even has a section of radios that never were such as the Hallicrafters SX-112 and others!

Also included are the "dream" receivers - high-end equipment that most of us will never see - with names like Watkins-Johnson, Rohde & Schwarz, Harris, Racal, etc. Its nice to look at the pictures and enjoy the descriptions.......

Shortwave Receivers Past & Present is very well illustrated and produced. The author really knows his receivers, choosing models that are of major interests to hobbyists. As an example of this, Osterman has included certain military receivers such as the Collins R-390/URR and its younger brother the R-390A/URR because they are of great interest to hobbyists. In addition, some rare and virtually unknown receivers such as the DAVCO DR-30 and the Mosley CM-1 are included. Many of the receivers listed are from other countries. Nineteen pages is devoted to Eddystone which is a well-known British manufacturer. I found the price information pretty consistant with what I've seen on the Net and at some flea markets. A nice touch is that the author quoted a few of the radios' values in Japanese Yen as well! Japanese enthusiasts are well known at larger US hamfests for buying up nice clean Collins and other American-made radios.

This guide is a very complete collection of equipment from all over the world and should be of great interest to anyone interested in radio receiving equipment. It is available from the publisher.

%T   Shortwave Receivers Past and Present, Second Edition

%A   Fred Osterman
%I   Universal Radio Research
%C   Reynoldsburg Ohio 1-800-431-3939   www.universal-radio.com
%D   1997
%O $19.95
%G   ISBN: 1-882123-06-9
%P   351 pages paperbound
%K   radio, shortwave, receivers, broadcast

(C) 1996

Michael Crestohl
Cambridge Vermont, USA
mc@shore.net

DISCLAIMER: I have no interest, financial or otherwise, in the success or failure of the book or materials reviewed herewith, nor have I received any compensation (other than a review copy requested by me) from anyone who has. All opinions expressed are strictly my own.

Other Internet and Aviation book/software reviews by me can be obtained by anonymous FTP from: x2ftp.oulu.fi in the /pub/books/crestohl directory.

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Sandra L Knepper <slkst29+@pitt.edu>
Subject: Re: REVIEW: Fred Ostermans new SHORTWAVE RECEIVERS book!
Message-ID: <Pine.GSO.3.95L.970113182533.24702B-100000@unixs4.cis.pitt.edu>

Michael failed to mention that Mr. Osterman covers the complete Collins receiver line up to the present. Many of these receivers, although they may not be considered part of the standard amateur line, they are appearing on the surplus market and have found themselves in some hamshacks. Even the R-390 line is featured.

My questions is how did they do it - publish a full-size 350 page book for just $19.95!

Dave, W3BJZ
Publisher of the monthly Collins Journal

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Nick England <nick@cs.unc.edu>
Subject: Richmond VA hamfest 1/19/97
Message-ID: <199701132238.RAA01404@altair.cs.unc.edu>

The Richmond Virginia Frostfest is coming up 1/19/97. I'll be there with a table (look for the green sign) as will several other boatanchorites I've talked to. This is a fair-sized event and accessible from NC, VA, MD, and DC.

How about a boatanchorites get together at noon near the food area ?

Need info and directions ? e-mail me or check out:
http://frostfest.rats.net/ffhome.html

73 & Have Fun,
Nick England KD4CPL nick@cs.unc.edu   Univ. Of North Carolina
http://www.cs.unc.edu/~nick   Chapel Hill NC

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Jonathan Butler <j-butler@dircon.co.uk>
Subject: S-20R Manual
Message-ID: <1.5.4.16.19970113215723.1957417e@popmail.dircon.co.uk>

>Anybody want "Operating Alignment & Service Instructions
for Sky Champion S20R dated June 15th 1945 ref 94X016"
Sent free to most desperate plea by set owner by Wednesday
night to my e-mail address. BTW in excellent condition.
Jonathan Butler G4JOW
1928 Sunbeam 20.9hp 1950 MG TD.Collins KWS-1/75A4 32V3 51J4
KWM-1 KWM-380 30-L1. Junk everywhere.
Butler & Co. Solicitors. 01952 608060.(Shropshire)..

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: don merz <71333.144@CompuServe.COM>
Subject: Shipping BAs
Message-ID: <970113162833_71333.144_DHB53-2@CompuServe.COM>

Shipping sucks. There is no such thing as good shipping for ireplaceable gear. But sometimes we must ship--it's unavoidable. There are good commercial packers and shippers out there. But they are not cheap or easy to tell from the bad ones! Most shippers very seldom ever handle anything the weight of a typical BA so they never learn what it takes to make heavy items get there safely. Despite the hassle, it is best to pack your own boxes--it's the only way to be sure.

Another approach, which I have so far been unable to implement, is to stop listening to the trader nets and reading the for sale ads. This would resolve all our shipping worries!

73, Don

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: Eugene Rippen <soundval@foothill.net>
Subject: Re: Shipping BAs
Message-ID: <32DA87F3.7E8F@foothill.net>

don merz wrote:
>
> Shipping sucks. There is no such thing as good shipping for ireplaceable
> gear.

It boils down to time and money, yes, even BA collecting.

The most important thing we have on earth is time. Having money/wealth gives us more opportunity to decide how we spend our time. If one is shy of wealth and wants to pursue their favored interests then one must spend their time doing things themselves that could otherwise be done for hire by others.

If you do your own BA packing, the value of your services is probably less than $6 per hour for your time, particularly if you consider the cost of the packing materials (no! they weren't free, you spent your time out shagging the stuff).

I have actually spent over $8 for packing materials for some real BA biggies. I have also spent $20 for a couple of UPS VersaPacks.

Sometimes I just refuse to sell a BA and ship it when it's big, heavy and cheap, because the shipping cost makes it not worthwhile. Those things are for swap meets. Then, again, there might be some buyer with a lot more wealth who is willing to go an outrageous shipping cost. But, I am not going to incourage such.

It is obvious that most of us on Boatanchors spend our time doing this because we enjoy it. At least I enjoy collecting, operating, servicing, buying and selling. I just have to be aware that I am the only one making my own parameters for my activities, and not try to blame someone else if I am displeased with an outcome that could be predicted.

Bottom line - - If the buyer has no idea what the shipping costs are going to be; then, that is really a conscious decision of the buyer to remain poorly informed. In fact, as a lawyer I can say that most contract disputes arise from consciously not negotiating important issues, and hoping that the magic bunny or green fairy will take care of it, when they stuff the contract under their pillow at night.

Gene

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: bdhall@ghg.net (Benjamin D. Hall)
Subject: Re: Shipping BAs
Message-ID: <32DAA45C.3D4A@ghgcorp.com>

Figured I'd add on my comments about BA shipping.

You can do a really really good job of packing yourself, and it doesn't cost that much, *IF* you don't include the cost of your time. I've shipped lots of stuff this way, and nothing has gained the smallest scratch. In fact, the Racal that I shipped to Finland was shipped this method and subjected to the horrors of international shipping with no problems. The following prices are from my recent shipping job on an HQ-180 from TX to IL.

First, I like to put the instruction manuals, spare tubes, and whatnot inside the reciever if at all possible. Wrapped in bubble wrap, they seem to prevent tubes from coming out of sockets, and if they do, this helps protect the other tubes. I then place the radio in a trash bag ($0.70) and seal. Then, I box ($3.00) and surround the receiver with about 4 inches of EPS (Extruded? Poly Stryrene) sheet foam from Home Depot. This box goes into another box which is always a double wall heavy duty box ($7.00), and again I surround with another 4 inches of the foam insulation (I spent $12 on it all), and I fill any small spaces with peanuts. I seal the box with fiberglass reinforced strapping tape ($7 a roll, I used maybe 1/3 of a roll?). It cost me $20 at UPS to ship it at the UPS depot. Give UPS a ring, chances are that if you are near a major population center, you've got a UPS depot within a 45 minute drive. UPS is much cheaper when you go to them, and not thru a middle man. So that is around $50, and I've got tape left over. I think the customer and I agreed on $35 shipping, so I went a little over, no big deal. I'm a firm beleiver in that everything evens out in the long run. As for my time, packing BA's is a labor of love, and to be honest, I enjoy it! (yes, I'm wierd) Plus, when I pack something

But, as Larry Ware can attest, it will survive the UPS drop test! (I shipped Larry a NC-100A this way and it *was* dropped and the *only* casualty was that the dial lights fell out of their holder.)

Oh, another tip: http://www.ups.com has a cool little Cost Calculator where you can type in your zip-code, the zip-code of the recipient, the

wieght, and the size of the package and it will tell you how much it
will cost and how long it will take. Very handy for estimation
purposes! You can also download the software/offline version too...

Just my couple of cents worth...

73,
Ben
--
Benjamin D. Hall, Houston Texas - Junque collector extraordinaire.
E-mail: BDHall@GHG.net (home) -or- Benjamin.D.Hall1@JSC.NASA.GOV
*** PLEASE NOTE NEW HOME E-MAIL ADDRESS SHOWN ABOVE. ***

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: Joe Serocki <jserocki@allstate.com>
Subject: Shipping...lessons learned -Reply
Message-ID: <s2d93757.031@allstate.com>

1) you really screwed up (as I have also, so I cna say this)
2) you should have not sent him the $24. If it comes to that, let him sue
and try to prove that he did indeed send it thru the packaging store. I
believe he would be hard pressed.
3) Always agree on a cap on shipping up front. If it goes over, have him
wait and chat over the fone.
4) even professional packaging/shipping stores make mistakes, but I
doubt this was one.

What I read here:
1) The seller has indeed sent items via this store
2) this was not one of those items, or
3) he swapped the packaging with something else he was shipping (you
should have called ups and asked for origination station info)

As I said, and I have been nailed a couple of times on both sides, get a
cap up front first.

>>> Paul Thekan <Paul.Thekan@eimac.cpii.com> 01/12/97 02:15pm >>>
Hello all
            I think we all have had some expreience in dealing with some of
these "proffessional" packing / shipping operations. My wake up call
came
when I had a ARC 2 shock mount shipped to me from a adjoining state. I
checked what the UPS cost was going to be and added an extra buck in
case
it went over a few cents. I mailed the check to the seller for the mount
and

the UPS ,I figured he was going to pack and ship it.When the shock mount arrived , it was in a Clorax bleach cardboard box with a couple of crushed smaller cardboard boxes used to jam the shock in place to keep it from bouncing around. The shock had some dents , but nothing that could not be fixed. I was upset but then I thought "well this was probably the best the guy could do with what was available to him". A few days later I get a letter from the seller saying "I owe him an additonal $24 for shipping". I figure he has gotten me confused with someone else he had shipped an item to ,for the total weight of my shock was but a few pounds and UPS was around $5. I wrote him back telling him this. I then received a "nastygramm" back from this fellow stating there was no mistake and that it had been taken to a "professional packer/shipper". He even sent me a copy of the receipt. I thought something was fishey and called this packing place to verify what was on the receipt and to ask if they pack items in old Clorox Bleach boxes with crummy crushed cardboard boxes as filler. They said the receipt was correct but that "NO they would never use packing like what I described receiving"

Well.....I did not know who to believe...so I sent the $24 to the seller and vowing this was not going to happen again. As others have stated, the seller and buyer have to agree how the item is going to be sent and approx. how much is it going to cost. Its best if all this is done at the begining of the deal so there are no surprises and ill will later.

What I Try to do now when I buy a BA is that I make up the shipping box and send it off to the seller to put the BA in and ship it. Its afew bucks to ship an empty box and I make sure there is plenty of packing material and foam to protect the item. Its worked for me many times it might work for you too.

Thanks for the bandwidth
Paul N6FEG

Paul Thekan - Speaking for Himself
Paul.Thekan@eimac.cpii.com

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: "Walter L. Marshall" <wmarshal@CapAccess.org>
Subject: Slipping dialcords
Message-ID: <Pine.SUN.3.91-FP.970113000646.19208A-100000@cap1.capaccess.org>

Dear Anchor Persons,
Was looking in the archives and saw a discussion on what to put on slipping dialcords. Thought I would put my 2 cents in.
What you want to use on them is...Chalk. The kind that carpenters use in their chalklines. You even get a choice between red and blue.
Be carefull applying it or it'll wind up everywhere. A little goes a long way. Definately Woodchuck approved.

Yours,
Walter Marshall
The Woodchuck

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Walt Novinger <waltn@earthlink.net>
Subject: Re: Slipping dialcords
Message-ID: <2.2.32.19970113161001.006a6890@mail.earthlink.net>

Interesting thought. An alternative is a dressmaker's beeswax applicator. This is a plastic holder in which a disc of beeswax is contained. Slots allow thread or, in our case, dialcord, to be pulled through the beeswax making it slightly sticky (tacky). Has worked for me...YMMV.

Walt

At 11:16 PM 1/12/97 -0600, you wrote:

> Dear Anchor Persons,
> Was looking in the archives and saw a discussion on what to put on slipping dialcords. Thought I would put my 2 cents in.
> What you want to use on them is...Chalk. The kind that carpenters use in their chalklines. You even get a choice between red and blue.
> Be carefull applying it or it'll wind up everywhere. A little goes a long way. Definately Woodchuck approved.
>
> Yours,
> Walter Marshall
> The Woodchuck

==

Walt Novinger   Real Radios Keep You Warm At Night!
Collector of hollowstate communications receivers and test equipment

waltn@earthlink.net   wnovinger@shl.com   CI$: 73340,2015

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: km1h@juno.com
Subject: Re: Slipping dialcords
Message-ID: <19970113.152729.9887.5.km1h@juno.com>

A method that I learned from the OT's at National Radio was to use beeswax on the dialcord. Take a small piece and warm it up in your hands and then wrap around and draw along the cord. A few of the braver souls used a match or a soldering iron to melt the wax after it was placed on the cord and then draw it along with a rag.   Beeswax is also great for holding that screw or nut that has to go into some impossible space.

73........Carl KM1H

On Sun, 12 Jan 1997 23:15:05 -0600 (CST) "Walter L. Marshall"
<wmarshal@CapAccess.org> writes:
>   Dear Anchor Persons,
>   Was looking in the archives and saw a discussion on what to put on
>slipping dialcords. Thought I would put my 2 cents in.
>   What you want to use on them is...Chalk. The kind that carpenters
>use in their chalklines. You even get a choice between red and blue.
>   Be carefull applying it or it'll wind up everywhere. A little goes
>a long way. Definately Woodchuck approved.
>   Yours,
>   Walter Marshall
>   The Woodchuck
>

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: jproc@bellglobal.com
Subject: Special Purpose Tubes Cross Ref
Message-ID: <Chameleon.4.01.2.970112200224.jproc@>

Dear BA'ers,

I have just posted a new file to the BA archives.

It seems I had about four different cross reference sources between special purpose tubes (1xxx-8xxx series) and regular tubes, so I decided to merge them into a single list. If anyone can suggest ways in which to improve the listing, your feedback would be appreciated. If I have not listed any particular types, please supply me with the cross reference and I will

arrange to update the file. To receive this file, send an E-mail to:
listproc@theporch.com

In the body of the message, only type:

get boatanchors special-purpose-to-jan.tube.crossref

Regards,

Jerry Proc VE3FAB
E-mail: jproc@bellglobal.com
Radio Restoration Volunteer
HMCS Haida Naval Museum
Toronto, Ontario

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: JOHN_SEHRING.parti@ecunet.org
Subject: SX-117 SELECTIVITY
Message-ID: <9701131913.aa14803@pcusa01.ecunet.org>

Signal strength should *not* drop when going to 0.5 KHz selectivity. If it does, I'd guess misalignment.

With some of the Halli models listed below, changing the selectivity also alters the 50 KHz IF gain to keep the overall gain the same for all the selectivity settings.

IF alignment of the Halli 50 KHz IF's is easy, even with minimal test equipment. This will work for S-76, SX-96, -100, -101, -101A, -115--I'm on the road so can't look at a schematic for the -117, but if it has selectable sideband *and* an adjustable BFO, this'll work. The 50 kHz IF circuit on all of these radios is very similar.

Set radio to widest selectivity position. Tune in a stable carrier (e.g. xtal calibrator). Tune zero beat. Switch from usb to lsb. If zero beate changes, adjust BFO & main tuning til you get zero beat from both lsb & usb without retuning anything.

Find *exact* 50 KHz IF frequency from the manual or schematic, it could be exactly 50, or 50.5 or 50.75 kHz. Subtract 50 KHz from frequency. The result is the audio pitch of the cw signal you need to hear from the radio's speaker when set is tuned away from zero beat, toward the side that gives the stronger s-meter reading.

For example, If set has 50.75 kHz IFs, you want 50 - 50.75 = 0.75 kHz or 750 Hz. If the set has 50 kHz IFs, you want zero beat (50 - 50 = 0)

Switch to the most selective position, 0.5 kHz. Peak the 50 KHz IF cans using the s-meter.

Halli seems to have made little or no changes to the actual IF cans over the years of these radios, as the basic part number didn't change. If you've aligned them all to, say, 50.6 or 50.3 KHz ('cause you don't have an audio oscillator), the only difference will be in the upper and lower limits of the recovered audio bandpass on SSB. The key is to align them all the same freq around 50 kHz.

In the wider (> 0.5 Khz) selectivity positions, you may note that the *shape* of the bandpass is rounded or sort of saddle-shaped. See the Halli manual for a picture of this. Due to production tolerances and/or aging of components in the 50 kHz IFs, you'll get different top-of-bandpass shapes from each radio.

I prefer a saddle (pseudo flat top) shape for best fidelity and slightly better skirt selectivity.

-John Sehring (01/12/97 3:37 pm ET @Midlothian, VA) ucc wb2eqg

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From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: "Gary H. Harmon, Jr." <gharmon@txdirect.net>
Subject: SX-28 Voltages
Message-ID: <199701130456.WAA14549@legend.txdirect.net>

Has anyone in BA land put together a schematic with proper voltages? Also, has anyone diagramed the dial cord assembly? I did get it restrung after several, make that many, restarts and it seems to work.

Thanks in advance and 73,
gary

```
<><><><><><><><><><><><><><><><><><><><>
<> TOO MANY PROJECTS, NOT ENOUGH TIME <>
<>                                    <>
<>    Gary H. Harmon, Jr., K5JWK      <>
<>        6302 Robin Forest           <>
<>    San Antonio, TX 78239-3218      <>
<>          (210) 657-1549            <>
<>       gharmon@txdirect.net         <>
<>                                    <>
<>PACK & SHIP UNTO OTHERS AS YOU WOULD<>
```

<>   HAVE THEM PACK & SHIP UNTO YOU   <>
<><><><><><><><><><><><><><><><><><><><>

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "D. Ragsdale" <doragsda@polymail.cpunix.calpoly.edu>
Subject: Tek Scope Question(s)
Message-ID: <199701132310.AA170007032@rubens.artisan.calpoly.edu>

At a local electronics junk sale this weekend two old Tektronix scopes followed me home for the princely sum of $1.00 (one was 1.00, one was free).

Since I know next to nothing about these scopes, I have a couple of questions:

One is a 535A with a CA plugin and one is a 544 with a 1A1 plugin. The 535A looks to be in a little better shape (though they're both pretty nice) and I did get a trace on it when I plugged it in. The 544 doesn't have a power cord, so it's untested right now.

Any recommendations on which one would be "best" (or easiest) to get in good shape to keep and use. Use would be basic BA test bench use, nothing exotic. I have an old RCA scope I'm using right now, but it's just not big and heavy enough :-).

Also, can anyone recommend any good references, other than the manuals (have a source for these locally, I believe) to help me along in the fixing up?

Many thanks in advance.
Dave

David Ragsdale, R.E.H.S.   Risk Management
California Polytechnic State University, San Luis Obispo, CA
du651@oasis.calpoly.edu   or   doragsda@cymbal.aix.calpoly.edu

---

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: john <johnmb@ral.mindspring.com>
Subject: the "little thief"
Message-ID: <1.5.4.16.19970113184908.3e3f4898@pop.ral.mindspring.com>

Someone has asked me for information on a QRP transmitter based on taking power from the accessory plug (?) of a Halli "S" series receiver...therefore the name "little thief".

Sounds neat! Anyone remember the source?

/John
+---
----+
John Brewer   AMI# 24   WB5OAU/4
BA Web Page==> http://www.mindspring.com/~johnmb
+---
----+

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "Deane D McIntyre" <dmcintyr@acs.ucalgary.ca>
Subject: Re: the "little thief"
Message-ID: <9701132013.ZZ219196@ds1.acs.ucalgary.ca>

In message <1.5.4.16.19970113184908.3e3f4898@pop.ral.mindspring.com> writes:

>
> Someone has asked me for information on a QRP transmitter based on taking power from the accessory plug (?) of a Halli "S" series receiver...therefore the name "little thief".
>
> Sounds neat! Anyone remember the source?

The 1949 ARRL Handbook has such a rig, but it is not called the little thief, but rather "A Simple Single-Tube Transmitter (p. 173).

Assuming that the oudio output tube was not required for headphone reception, it was used in the transmitter, and the power was obtained from the receiver via a plug in the empty audio output tube socket. Either a 6F6 or 6V6 tube was used. The rig used a xtal-controlled Tri-Tet oscillator. 80 metre rocks were used to obtain output on wither 80 or 40 metres. The rig was built on a wood Chassis using sucker sticks (!) to wind the coils on, which were wound from No. 18 bell wire, "available in any 5 & 10 or hardware store".

P.S. After getting the BAfest page up last week the Univeristy lost its connection to the outside world for most of the weekend. Finally restore this morning.....so http://deane.bio.ucalgary.ca/BAfest is again available.

73, Deane D McIntyre VE6BPO
Deane@deane.bio.ucalgary.ca
http://deane.bio.ucalgary.ca

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Cal Eustaquio N6KYR <ceustaqu@dot.w6bhz.calpoly.edu>
Subject: TT-4 received
Message-ID: <Pine.SUN.3.91.970113070252.11297A-100000@dot.w6bhz.calpoly.edu>

Hi folks:
I received the TT-4 yesterday and it is remarkably good condition. Unfortunately, it is missing the ID tag that goes along with it. Did something stupid too. I was checking around the unit while the machine was operating and attempted to ring the bell manually by depressing one of the coil mechanisms. The thing stopped running.Checked the fuses but there was no failure. No smoke, smell, etc. Hope I didn't damage it.

Waiting for the manual to arrive.I want to find out what I goofed up on this. Also examined the TH-5A. I can't tell if this unit is a TTY converter or not.

So, is anyone operating a BA TTY station? I certainly look forward to put this one back on the air. Much more compact and lightweight than a Model 15. Cal, N6KYR.

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Using Manual Resistance Charts.
Message-ID: <UPMAIL03.199701140020250061@msn.com>

Hi Gang, Jack Harper had a question about some inconsistencies in the HQ-180,A manuals and I found the same mistake in the HQ-170A manual.

I have been burned a few times using resistance charts and wasted many hours pursuing perceived problems in a set because of mistakes in the resistance charts. I have always wondered way a receiver manufacturer couldn't spend a little bit more time in getting it right or was it just not cost effective.

Figure this, a common receiver with about 11 to 15 tubes X a mix of 7 or 9 pin sockets = a max of 135 measurements with all controls left in one place, would have been more beneficial to the troubleshooter then trying to test all combinations of modes. I am probably way off base as usual.

Hank, you been around the horn in production. What say you or anyone else.

Al
fritsche@msn.com

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: JOHN_SEHRING.parti@ecunet.org
Subject: VIBRATOR WOES
Message-ID: <9701131913.aa14851@pcusa01.ecunet.org>

You can bypass the use of vibrators by unplugging them and feeding AC voltage of about the same peak value instead to the primary of the power transformer instead.

I've done this to get old GE Progress Line FM transceivers on the air. They were 12VDC radios & I applied about 12 VAC to the power transformer. I never made any voltage checks, just wanted to get the receiver going. Don't know if power xfmr heating was a problem.

Yes, I know, vibrators put out square wave AC, not sine waves, at some or other low frequency. However, the differences are:

The frequency of the vibrator's output voltage (probably not 60 Hz) and a square wave is rich in odd-order (3rd, 5th, 7th, etc.) harmonics.

If square wave is passed by power xfmr, latter means rectifiers will be conducting more current more of the time (area under the curve of square wave is more than area of sine wave of equal peak voltage).

-John Sehring (01/13/97 12:19 pm ET @Midlothian, VA) ucc wb2eqg

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From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: bill@skeeter.frco.com (William Hawkins)
Subject: VK3 radar repeater
Message-ID: <9701132131.AA08652@skeeter.frco.com>

There've been a couple of references to the VK5 radar repeater, so I thought I'd ask about the VK3. I restored one in 1959. Traced the circuits for 145 tubes and reconnected the main sweep amp (8 807W's) whose cable had been cut. Used an IFF transponder to receive Channel 7 and send it to the VK3 video input. Used 36:1 synchros driven by a fre-running servo motor to provide "sweep". You get a dozen wedge-shaped pictures if the display is centered. Never did do anything useful with it, but learned a lot. All gone now, except the pencil drawings of the schematics. Would like to find a real manual, just to see how well I did. :-)

Regards,
Bill Hawkins bill@skeeter.frco.com

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: jproc@bellglobal.com
Subject: VT To JAN Cross Ref Files
Message-ID: <Chameleon.4.01.2.970112202123.jproc@>

Dear BA'ers,

As a result of receiving additional data from Dexter Francis and Raymond Cote, I have merged three sources of VT-to-JAN tube cross references into one, master list. Intentionally, I've held back on releasing the file to the archives since it doesn't meet my standard for accuracy. There are four discrepancies which need to be resolved:

VT Type	Discrepancy	Correct Type
VT-70	6F6 or 6F7	
VT-104	6CS7 or 12SQ7	
VT-130	304TL or 250TL	
VT-132	12K8 or 12SK8	

If anyone has a VT to JAN cross reference list that they would like to incorporate into this master file, please feel free to send it to me. You will be credited as a contributor. Last week I ordered the Tube Lore book from Ludwell Sibley and hopefully I will be able to use it to certify the accuracy of the listing.

Regards,

Jerry Proc VE3FAB
E-mail: jproc@bellglobal.com
Radio Restoration Volunteer
HMCS Haida Naval Museum
Toronto, Ontario

From boatanchors@theporch.com Mon Jan 13 01:29:35 1997
From: km1h@juno.com
Subject: Wanted: Specs on a GL-51064 Tetrode
Message-ID: <19970112.212119.9887.17.km1h@juno.com>

OK guys...and gals! I have responded and sent scores of old tube spec sheets out. Now I need help!
This monster GE tetrode is in a Collins 648B-1 200-400MHz UHF amp I want to put on 432MHz . All I have is filament info. Need actual data for

linear service...this military amp was used as an AM linear at 1KW out according to panel meter but gave no voltage or current references for grid, screen or plate.

Helpppppppppppppp   Please!
Tnx...Carl   KM1H

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "James F. Wood" <WOODJ@mail.firn.edu>
Subject: wants
Message-ID: <D935ZWQWLTX1Q*/R=FIRNVX/R=A1/U=WOODJ/@MHS>

Wanted in working condition and with manual if possible:
At-1
VF-1
Twoer
Hg-10
Thanks Jim N4ACS
woodj@mail.firn.edu

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: Clark Thompson <cmthomp1@facstaff.wisc.edu>
Subject: Waukesha, WI Hamfest
Message-ID: <32DA4C5E.1C58@facstaff.wisc.edu>

Hi all,

I too attended the Waukesha fest yesterday. Unlike the fest at the same location on Nov. 2, they let us in before 8:00 instead of making us wait outside in sub zero temps!

In addition to what Chuck reported, I saw a very clean B-line for $300, a TR-4C for $275, a nice electrically/fair cosmetically Viking II and 122 VFO for $150. I also saw a pristine Drake 2C for $90 (no calibrator). I was very temped, but I passed. I wouldn't be surprised if the the one Chuck saw for $125 was the same one (I hate when they do that).

I ended up coming home with a perfect little Knight Kit "Star Roamer" general coverage receiver. I paid $30 to spin the tuning knob on the receiver I had as a kid. The thing works great! I used it's 4 tube circuit to listen to 3885 yesterday afternoon (after the Packer game!) and to 1888 this morning before work. The only drawback is no BFO...
I also bought 8 .1/600V Orange Drops for a buck.

They also had FREE coffee and donuts. All in all not a bad fest.

I think I'll be back next year :-)

de Clark, KD9QI

cmthomp1@facstaff.wisc.edu

```
From boatanchors@theporch.com  Mon Jan 13 11:36:39 1997
From: Chuck Hallett W7LDS <liahona@execpc.com>
Subject: Waukeshah Wisconsin Swapmeet
Message-ID: <32DA2B54.3F10@execpc.com>
```

I just purused the subjets on the last three disgests and saw no mention of this event, so I'll give a sketchy recollection. I left about 9:45 to ensure I was parked in front of the 25" diagonal tube for THE GAME!

I had two purchases; capacitor/resistor testor with magic eye tube in working condition (?) and a very good Lafayette HA-700 general coverage receiver with ham bandspread, circa 1967. I've decided that if I have any focus in collecting it will be Lafayette; I worked for them as a kid and coveted the stuff then, now I can afford it! Anyone who wants a home for any of it, feel free to drop it on my doorstep.

Sighted:

S(x?)-43 - sold when i asked, but later saw fellow hauling it around and he said it was destined for a parts radio (the bandspread dial was crystalized)

Swan 240 80-40-20 SSB Transciever and Power Supply $75 fairly nice condition with exception of toggle switch added to front panel. I had one of these, my first SSB rig, but the XYL was with me and I'd already bought the previous ;^)

Globe Scout; Very nice condition $75

Swan 500, 500CX and 1 powersupply - $200 for everyting (tempted, see Swan 240 above)

Heath SB-200 & 220 amplifiers - didn't ask

Drake 2C - exceptionally clean no manual $125

Much other stuff! Lots of parts etc. All in all, it was a pretty good swapmeet. My first event exclusively indoors. It was tight between the

```
aisles, but everyone had on thick & slick jackets so sliding between
people was no problem and everyone seemed to take it in stride.  A good
mix of equipment parts antennas computers etc.  I hope next year they
schedule it for the weekend between the NFC Championship game and the
Superbowl - I'm sure attendance will increase and it won't empty out
early!

Ran into W9RAN :) from the list and some others who recognized the call
on my ballcap.  I look forward to going again next year.


From boatanchors@theporch.com  Mon Jan 13 01:29:35 1997
From: Robert Fowle <hammarlund@jacksonmi.com>
Subject: webpage: new items & price reductions stop by
Message-ID: <32D98EFB.56FF@jacksonmi.com>

webpage: new items & price reductions stop by
thank you
--
**** Visit my Web Page.....****
=================================================]-[->
Robert Fowle      KC8DBC
1215 Winifred
Jackson, Mich. 49202-1946
Ph. 517-789-6721
E-mail:  hammarlund@jacksonmi.com
Web Page:  http://www.jacksonmi.com/hammarlund

NOW... BOATANCHORS Conference!
talk, buy-sell-trade all in one place!
Moderator: Robert Fowle
at: http://www.inetnc.com/hamchat/


From boatanchors@theporch.com  Mon Jan 13 18:31:26 1997
From: carl yaffey <cyaffey@sprynet.com>
Subject: WTB R46 speaker
Message-ID: <2.2.32.19970113203215.0075ebac@m1.sprynet.com>

TNX to all who replied concerning which speaker goes with the SX-62A.
So, does anyone have an R46 they'd like to sell me?
73, Carl
-------------------------------------------------------------
Carl Yaffey K8NU (ex-W4EZB) cyaffey@sprynet.com 614 268 6353 Columbus OH
Banjo player for One Riot One Ranger, independent software developer.
                   /~~\\       ,    , ,
                  |#===||==========#***|
                   \__//            ` `
```

From boatanchors@theporch.com Mon Jan 13 18:31:26 1997
From: "Walter L. Marshall" <wmarshal@CapAccess.org>
Subject: WTB SW-3, items FS
Message-ID: <Pine.SUN.3.91-FP.970113140939.13111A-100000@cap1.capaccess.org>

Dear Anchorists,

I would like to buy a National SW-3, in vg or better condition, complete, working. With or w/o power supply.

In order to do this, I should try to get rid of something:
Lafayette KT-340, vg (nicks and scratches.) Features;
bfo, Q mult., i.f. gain, ant. trim, avc, anl, band spread,
s-meter, socket in back for tx relay. Ballanced line in only. Works
real good. $45.00 & UPS ship.

Heath cap tester w/eye. Good only condition, works. Cheap &ship.

Collins 51J-4 in excellent condition w/case. A quick eximination at my station, reveals 2 paint chips in the case and an incorrect mounting screw grommet. I don't know what this is worth but my desire for the money and space gained, will have to exceed my desire to keep this very nice radio. I don't mean to beat around the bush. It's just that I've been trying to find another one, for sale, to compare it with, for months, w/o success.

Sylvania Test Picture Tube 8XP4 w/ box. Cheap & ship.

EICO 625 tube tester w CRT adapter. Well used, working, $25.00 & ship.

Misc. TV test equipment. E-mail me if interested. Cheap.

Gonset Communicator II, good only, unworking. Real cheap & ship.

>From Washington, D.C.

So, with a little luck, I'll make enough room for a SW-3.

Thanks,
Walter Marshall

From boatanchors@theporch.com Mon Jan 13 11:36:39 1997
From: J P Taillebois <jpt1@idirect.com>
Subject: WTB. CW- paddle
Message-ID: <199701131344.IAA01136@nemesis.idirect.com>

Hello,

well i am almost done in my quest for the complete hallicrafter station...HI

I have acquired an HA-1 TO keyer and i would like to get a matching key.

Well what can you do for me....

73
Jean Paul Taillebois 996 Greenlane court, Oshawa, Ontario,Canada M1K-2C6
e.mail jpt1@idirect.com
packet: ve3jpt@va3vw
voice:905-723-1811
fax/data:905 723-9156
Collector: Hallicrafters,Central-Electronic,Gonset, Military BA, antique
radio memorabilia.

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From boatanchors@theporch.com  Mon Jan 13 11:36:39 1997
From: bgraham@tecnet1.jcte.jcs.mil
Subject: [FWD] RE; the dark side of BAs
Message-ID: <199701130726.BAA08474@uro.theporch.com>

>Forward message follows.
>From boatanchors@theporch.com  Sun Jan 12 17:26:00 1997
>Return-Path: <boatanchors@theporch.com>
>Received: from uro.theporch.com by tecnet1.jcte.jcs.mil (SMI-8.6/SMI-SVR4)
>    id RAA10954; Sun, 12 Jan 1997 17:25:58 -0500
>Received: from uro (localhost.theporch.com [127.0.0.1])
>          by uro.theporch.com (8.8.4/AUX-3.1.1)
>          with SMTP id QAA23728;
>          Sun, 12 Jan 1997 16:17:00 -0600 (CST)
>Date: Sun, 12 Jan 1997 16:17:00 -0600 (CST)
>Message-Id: <32D96254.1135@vifp.monash.edu.au>
>Errors-To: listown@jackatak.theporch.com
>Reply-To: morriso@vifp.monash.edu.au
>Originator: boatanchors@theporch.com
>Sender: boatanchors@theporch.com
>Precedence: bulk
>From: Morris Odell <morriso@vifp.monash.edu.au>
>To: Multiple recipients of list <boatanchors@theporch.com>
>Subject: dark side of BAs
>X-Listprocessor-Version: 6.0c -- ListProcessor by Anastasios Kotsikonas
>X-Comment: Amateur Radio Equipment Using Vacuum Tubes
>Content-Transfer-Encoding: 7bit
>Content-Type: text/plain; charset=us-ascii
>MIME-Version: 1.0
>X-Mailer: Mozilla 3.0Gold (Win16; I)
>
>Fellow Fiddlers,
>
>As much as I have enjoyed radio for many years there's a dark side to it
>of which I was forcibly reminded this week.
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>I refer of course to the demonic procedures associated with re-stringing
>dial cords - there's a special place in the nether world reserved for
>the designers of these setups! They must have assumed the manufacturing
>plants for radios that use this hellish technology were populated with
>simian throwbacks, because surely the ability to use your feet as well
>as hands to hold things in position must surely be an advantage during
>the procedure. I'm sure the dial stringing department must have been a
>marvellous sight to behold, no doubt employees only lasted there a short
>time before being fleeing in distress and having to be brought back by
>the men in white coats and buttefly nets!
>
>Now that I've got that off my chest, I wonder whether any of the more
>experienced list members here have any tricks of the trade they would
>like to share regarding ways to do this without having to reach for the
>bottle afterwards. There is occasionally a comment on the list about the
>advantages of practical experience over theoretical knowledge and this
>is definitely a case where this needs to be explored.
>
>73
>
>Morris
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>--
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